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APOLLO CREW MANAGEMENT INDIA PVT. LTD.

RPSL/CHN/003 | Expiry Date: 23rd Dec. 2026

Apollo is an ownership-based management company, headquartered in Singapore, operating Japanese Principals' growing fleet of Oil/Chem Tankers, Gas Carriers and Bulk Carriers.

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(with Indian / UK / Singapore COC + Advance Tanker Course + valid DCE for type of tanker)

- | | | |
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| ◆ 3rd Officer | ◆ 4th Engineer | ◆ Oiler (with Indian COP) |
| | ◆ Electrical Officer | ◆ Chief Cook (with COC) |



CONTACT US:

For Officers - Madhavi Kondamudi: +91 9136623887 | For Ratings - Siddhesh Dhamankar: +91 8450952419

Mumbai Office

1402, Morya Grand, Off New Link
Road, Andheri West,
Mumbai - 400053, India.
☎ +91 22 44552391

Kochi Office

11th Floor, Q1 Mall by Nippon Q1,
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Kerala - 682028, India.
☎ +91 484 4606391

Vizag Office

Qubexpro Business Centre,
Business Bay, Waltair Uplands,
Visakhapatnam - 530002, India.
☎ +91 9136623887

WALLEM

EST. 1903

URGENT REQUIREMENTS

Oil / Chem Tanker:

- ▶ **Chief Officer** - Dual Fuel vessel (IGF CoP)
Minimum 12 months rank experience.
- ▶ **ETO** - Minimum 12 months rank experience.

Bulk Carrier:

- ▶ **Chief Officer**

VLCC Tanker:

- ▶ **Chief Officer** - Minimum 15 months rank experience.

General Cargo Vessel:

- ▶ **Chief Officer**
- ▶ **Second Engineer**
- ▶ **ETO** - With 12 months rank experience
(with/without CoC).

Asphalt / Bitumen Tanker Requirements:

- ▶ **Chief Officer**
- ▶ **Second Engineer**
- ▶ **Second Officer**
- ▶ **Third Engineer**

(All CoC accepted)

Urgent requirements for New Yard Delivery: PCC / PCTC (Dual Fuel)

- ▶ **Master**
- ▶ **Chief Engineer**
- ▶ **Chief Officer**
- ▶ **Second Engineer**
- ▶ **ETO (CoC)**

(Officers with IGF CoP preferred)

Ratings:

- ▶ **Pumpman Cum Fitter** - Holding Tasco / Chemco and 6G Welding Certificate.
- ▶ **Fitter** - with 6G Welding Certificate.
- ▶ **Able Seamen** - Tanker/Container/Bulk – Minimum 12 months rank experience.

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SHORE JOBS – Wallem - Mumbai

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Contact For Shore Jobs:

 Mr. Malcolm Fernandes  mafe@wallem.com



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License No. RPSL-MUM-066

Valid till 24/11/2026

CIN: U63090MH 1984PTC032692

 www.wallem.com

Recruitment Contact



recruitbom@wallem.com



For Officers:

Mumbai: Mob: +91-9821196962 (Dry)
Mob: +91-9560398702 (Tanker)
Delhi NCR: Mob: +91-8826006251

For Ratings:

Mob: +91 9870985514

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Rank Requirements

SECOND ENGINEER

Minimum 12 months rank experience on vessels with UMS

THIRD ENGINEER

Minimum 6 months rank experience on vessels with UMS

FOURTH ENGINEER

Minimum 6 months rank experience on vessels with UMS

ETO/EE

Minimum 12 months rank experience with COC, experienced in handling minimum 250 Reefers

BOSUN

Minimum 12 months rank experience on container vessel

AB

Minimum 12 months rank experience on container vessel with Indian COP

FITTER

Minimum 12 months rank experience with 6G certificate

ORDINARY SEAMAN

Minimum 12 months rank experience

WIPER

Minimum 12 months rank experience

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MAERSK

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- Multi-national crew complement.
- In-house catering for good quality of food.



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2024**

CONTACT US!

Tomini Shipping Pvt. Ltd. (Mumbai)

Capt. Randeep Bhalla (General Manager)

Gyanraj Kaslingum: +91 22 4979 5602 / +91 9136996747 (For Ratings)

Viganesh Ambekar: +91 9136901621 (For Ratings)

Add: 901, Lodha Supremus, Saki Vihar Road, Andheri (East), Mumbai - 400072 (India).

Email: crewing@tominishipping.com | www.tominishipping.com

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The Maritime Standard Awards - 2024

Best Dry Bulk Shipping Company of the Year

The Annual Global Economic Awards - 2023

The Bulk Ship Of The Year

IBJ Awards Ceremony - 2023

The Sustainable Shipping Award

Maritime Standard Awards - 2023

Best Employer for Dry Cargo Fleet

Seajob Indian Anchor Awards - 2022

Bulk Shipping Company of the Year

Maritime Standard Awards - 2022

Ship Operator of the Year

Shiptek International Awards - 2022

Shipping Company of the Year

Seatrade Maritime Awards - 2021

Excellence in Maritime & Transportation

Shiptek International Awards - 2021

Best Fleet Management Company

The Global Economics Awards - 2021





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RPS Licence No : RPSL-MUM-043 | Issue date: 26-10-2021 | Valid till: 25-10-2026

CIN : U35111MH2001PTC133762

The company offers very attractive terms & conditions, an in-house and a quick promotion policy, family carriage benefits and an overall professional enhancement on a continuous basis. For details of the organisation visit our group website www.meiji-group.com & www.mms-india.com.

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LOCATION: MUMBAI OFFICE

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with strong preference and orientation Training operations.

► **Sr. Executive/Asst. Manager – Accounts** -

Postgraduate with relevant experience in accounts payable & receivable.
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Tel: +91 22 40620100 / 66960181 / 82

Fax: +91 22 66960183 | Email: apply@mms-india.com

BRANCH OFFICE:

Unit No. CT1-08-008, Capital Tower -1, Sector 26,
Mehrauli Road, Gurugram, Haryana 122002.

Contact Person: Ms. Ritu Pandey - 8291100570



URGENT REQUIREMENTS

LARGE CONTAINER VESSELS

- Master • Chief Engineer • Second Engineer • Third Engineer • ETO

LNG

- Chief Officer • First Assistant Engineer • Second Officer (with Chief Mates COC) • Second Assistant Engineer (with Class 2 COC) • Third Officer • Third Assistant Engineer • Gas Engineer • ETO

PCTC (Pure Car & Truck Carrier)

These vessels are fitted with Hybrid Scrubber & BWTS (Tech Cross)

- Master • Chief Engineer • Second Engineer • Third Engineer

CHEMICAL TANKERS (Parcel Tankers)

- Chief Engineer • First Assistant Engineer • ETO • Chief Officer • Third Officer

IGF TANKER (Dual Fuel Chemical Tanker)

- Chief Officer • First Assistant Engineer • ETO

VERY LARGE CRUDE TANKERS (VLCC)

- Chief Officer (with Master COC) • Third Officer

OIL - CHEMICAL TANKERS

(with experience of sailing in Ice conditions)

- Chief Officer • Third Officer • ETO

VERY LARGE GAS CARRIERS (VLGC)

- Chief Officer (with Master License) • First Assistant Engineer • Gas Engineer • ETO

All interested candidates, please send in your updated resume to Email Id: apply@mms-india.com

Contact Persons - Officers :

Ms. Ritu Pandey - 8291100570

Ms. Daisy Fernandes - 8657950693

RATINGS (with valid US Visa and SID)

Chemical Tankers (Parcel Tankers)

(preferred with parcel tanker experience)

- Pumpman ► Fitter(III/5) ► Able Seaman ► Ordinary Seaman (II/4) ► Oiler ► Wiper (III/4) ► Chief Cook ► Messman

Oil - Chemical Tankers

- Pumpman ► Fitter(III/5) ► Able Seaman ► Ordinary Seaman (II/4) ► Oiler ► Wiper (III/4) ► Chief Cook ► Messman

Very Large Crude Tankers (VLCC)

► Pumpman

Container

- Able Seaman ► Fitter ► Oiler ► Wiper ► Chief Cook

All interested candidates, please send in your updated resume to

Email Id: ratings@mms-india.com

Ratings: 9289427676 / 8291821227

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- Deck Officers: Master | Chief Officer | First Officer | Third Officer
- Engineers: Chief Engineer | Second Engineer | Third Engineer | Fourth Engineer (previous ME engine and RT Flex engine experience required)
- Electrical Officer with COC
- Qualified Officers / Engineers: Seafarers with Basic and Advanced IGF COP
- Ratings: Able Seaman with COP | Motorman with COP | Chief Cook with MLC COC | Pumpman - Fitter

Bulk Carriers and ULCC Vessels of 14,000 TEU

- Deck Officers: Master | Chief Officer | First Officer | Third Officer
- Engineers: Chief Engineer | Second Engineer | Third Engineer | Fourth Engineer (previous ME engine and RT Flex engine experience required)
- Electrical Officer with COC
- Ratings: Able Seaman with COP | Motorman with COP | Chief Cook with MLC COC | Pumpman - Fitter

SCAN TO:

SEND CV



LOCATE OFFICES



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401/A, Elegant Business Park, Off Andheri Kurla Road,
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WE DO NOT HAVE AGENTS IN INDIA RPSL-MUM-172 • DOI: 18.09.2020 • DOE: 18.09.2025

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- ▶ Excellent Remuneration
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- ▶ Committed To Career Development
- ▶ Rejoining Bonus For Ratings And Timely Relief

WE REQUIRE

Deck Side

- ◆ CHIEF OFFICER (Bulk)
- ◆ 2ND OFFICER (VLGC, Oil Chem, Bulk)
- ◆ 3RD OFFICER (VLGC, Bulk)

Engine Side

- ◆ CHIEF ENGINEER (Oil/Chem/Bulk)
- ◆ 2ND ENGINEER (Oil/Chem/Bulk)

Ratings (For VLGC, Bulk & Tanker Vessels)

- ◆ SEAMAN HELMSMAN (AB) ◆ DECK SERANG (BOSUN)
- ◆ DECK FITTER ◆ ENGINE FITTER ◆ PUMPMAN

FOR RATINGS: Mr. Mayur Mistry - +91 8657993297
Mr. Rahul Shinde - +91 8657754867

FOR OFFICERS: Ms. Rupali Salvi - +91 8657879846
Ms. Nirmala Shelke - +91 8657964259



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ADDRESS: The Great Eastern Shipping Co. Ltd.
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Address:- Unit No. 52, 5th Floor, Kalpataru Square, Kondivita Lane, Off Andheri Kurla Road, Andheri (E), Mumbai 400059.

RECRUITMENT & PLACEMENT LICENCE NO.: RPSL-MUM-064 ISSUE DATE 07-10-2021 VALID UNTIL 07-10-2026

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LPG VESSEL REQUIREMENTS

(Revised wages from April 2025)

MASTER (Rank Experience)

CHIEF OFFICER (Rank Experience)

2ND OFFICER (Rank Experience)

CHIEF ENGINEER (Rank Experience)

1ST ASST. ENGINEER (Rank Experience)

GAS ENGINEER (Rank Experience)

2ND ASST. ENGINEER (Rank Experience)

ETO (Rank Experience)

BOSUN

ABLE BODY SEAMAN

ORDINARY SEAMAN

ENGINE FITTER

(No. 1 Oiler) (Preferable with COP III/5)
(With Watch Keeping Certificate)

OILER

WIPER

CHIEF COOK

MESSMAN

LNG VESSEL REQUIREMENTS

MASTER (Rank Experience)

CHIEF OFFICER (Rank Experience)

2ND OFFICER (Rank Experience)

CHIEF ENGINEER (With Motor/Steam/Dual Licence Rank Exp.)

1ST ASST. ENGINEER (With Motor/Steam/Dual Licence Rank Exp.)

GAS ENGINEER (Rank Experience with Class 2 Licence)

2ND ASST. ENGINEER (With Motor/Steam/Dual Licence Rank Exp.)

ETO (Rank Experience)

BOSUN

ABLE BODY SEAMAN

ORDINARY SEAMAN

ENGINE FITTER

(No. 1 Oiler) (Preferable with COP III/5)
(With Watch Keeping Certificate)

OILER

WIPER

CHIEF COOK

2ND COOK

MESSMAN

DRY VESSEL REQUIREMENTS

CHIEF OFFICER (PCC and Container Vessel Rank Exp)

3RD OFFICER (Container, PCC or Bulk Carrier Rank Exp)

JUNIOR OFFICER (Freshers with 2nd Mate CoC)

1ST ASST. ENGINEER (Container, PCC or Bulk Carrier Rank Exp)

2ND ASST. ENGINEER (Container, PCC or Bulk Carrier Rank Exp)

3RD ASST. ENGINEER (Container, PCC or Bulk Carrier Rank Exp)

ETO (Container Vessel Experience)

ABLE BODY SEAMAN

ORDINARY SEAMAN

ENGINE FITTER

(No. 1 Oiler) (Preferable with COP III/5)
(With Watch Keeping Certificate)

OILER

WIPER

CHIEF COOK

2ND COOK

MESSMAN

FOR VESSEL OPENING REACH US ON BELOW NUMBERS

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LNG/LPG	DRY	RATINGS
9930751763	9619482173	9619482176
9833255062	9920902616	
9820743664	9820036516	

CHENNAI

9940487493 9840381531

DELHI

9810784400 9599040741

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- **Chief Engineer, Second Engineer, Electro Technical Officer (ETO) and Trainee ETO** with minimum 12 months experience, preferably sailed on ME engines.
- **Bosun, Able Seaman, Fitter, Motorman & Chief Cook** with minimum 12 to 18 months rank experience & with similar type of vessel mentioned.

OIL TANKERS

- **Chief Officer** with 12 months rank experience on Crude Oil/Product Tankers.
- **Chief Engineer** with 15-18 months rank experience in Oil Tanker Crude/Product.
- **Second Engineer** with 12 months in Oil Tanker Crude/Product.
- **Bosun, Able Seaman, Fitter, Motorman & Chief Cook** with minimum 12 to 18 months rank experience & with similar type of vessel mentioned.

CHEMICAL TANKERS

- **Master, Chief Officer, Chief Engineer, Second Engineer, ETO & Trainee ETO**
- **Bosun, Able Seaman, Fitter, Motorman & Chief Cook** with minimum 12 to 18 months rank experience & with similar type of vessel mentioned.

GAS TANKERS – VLGC/LPG CARRIERS

- **Master, Chief Officer, Chief Engineer, Second Engineer, ETO & Trainee ETO**
- **Bosun, Able Seaman, Fitter, Motorman & Chief Cook** with minimum 12 to 18 months rank experience & with similar type of vessel mentioned.

GAS TANKERS – LNG CARRIERS

- **Chief Engineer, Second Engineer, Third Engineer, Fourth Engineer** holding Steam COC.



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- **Master, Chief Officer, Third Officer, Chief Engineer, Second Engineer, ETO & Trainee ETO**
- **Bosun, Able Seaman, Fitter, Motorman & Chief Cook** with minimum 12 to 18 months rank experience & with similar type of vessel mentioned.

ONSHORE POSITIONS

- **Marine Superintendent – Chennai / Mumbai**
Candidate should have sailed onboard a Bulk Carrier as a Master Experience minimum 1-2 years, freshers may also apply.
- **Senior Technical Superintendent – Chennai / Mumbai**
Candidate should have sailed onboard a Bulk Carrier as a Chief Engineer. Experience minimum 3 - 4 years.

SIMS FACULTY

- **Electrical Faculty for SIMS – Mumbai**
Candidate should be a Graduate Engineer and should have sailed onboard a Merchant vessel as Electro Technical Officer/Electrical Officer.
- **Nautical Faculty for SIMS – Mumbai & Lonavala**
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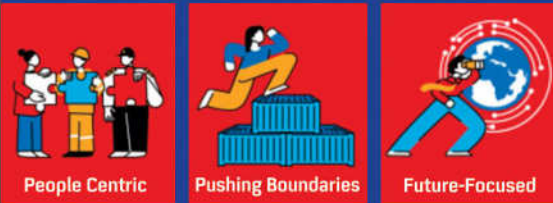
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- ▶ **RE-JOINING BONUS**

URGENT OPENINGS FOR OUR CONTAINER VESSELS:

- ▶ Chief Engineer
- ▶ Second Engineer
- ▶ Third Engineer
- ▶ Electrical Engineer
- ▶ Fourth Engineer
- ▶ Third Officer & Electrical cadets with COC.

Ratings:

- ▶ Fitter ▶ Greaser ▶ OS with COP

Shore Jobs - Chennai Location

- ▶ Third Engineer with container experience for the position of Training & Recruitment Assistant.
- ▶ Training Executive with min. 1-2 years of experience in Crewing.

Interested Candidates Please Contact Us At

Email ID: pma@maa.pacificmanning.com

Ph. No.: +91 44 66840 600 / 44 46840 598

Mob. No.: +91 73584 56442 / 99405 32510

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RPSL/CHN/031 | Valid From: 19.07.2023 | Valid Till: 19.07.2028



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AG. MARITIME PRIVATE LIMITED

RPSL-MUM-308 | Renewed on: 09-07-2024 | Valid till: 09-07-2029



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- Account Executive- With 1-2 years of Experience in Corporate Accounting.

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hr@ag-maritime.com

URGENT REQUIREMENTS

CAR CARRIER (PCTC)

- CHIEF OFFICER ■ THIRD OFFICER

Please send us your CV with details at
placement@ag-maritime.com

FEEDER CONTAINER

- CHIEF OFFICER ■ SECOND OFFICER ■ THIRD OFFICER
- SECOND ENGINEER ■ THIRD ENGINEER
- ELECTRICAL OFFICER ■ FOURTH ENGINEER
- ABLE SEAMAN ■ OILER

HANDYMAX BULK

- MASTER ■ CHIEF OFFICER
- CHIEF ENGINEER ■ SECOND ENGINEER

OIL TANKER

- MASTER ■ CHIEF OFFICER ■ THIRD OFFICER ■ JUNIOR OFFICER
- CHIEF ENGINEER ■ SECOND ENGINEER
- THIRD ENGINEER ■ ELECTRICAL OFFICER
- BOSUN ■ PUMPMAN ■ FITTER ■ AB ■ MOTORMAN ■ CHIEF COOK

OIL / CHEM TANKER

- MASTER ■ CHIEF OFFICER ■ THIRD OFFICER ■ JUNIOR OFFICER
- CHIEF ENGINEER ■ SECOND ENGINEER ■ THIRD ENGINEER
- ELECTRICAL OFFICER ■ BOSUN ■ PUMPMAN ■ FITTER ■ AB
- MOTORMAN ■ CHIEF COOK



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9321276981 - CVs FOR TOP 4 RANKS - TANKER
9321276995 - CVs FOR JR. OFFICERS - TANKER
9930002034 - CVs FOR RATINGS & TR. - TANKER
9321277001 - CVs FOR RATINGS & TR. - TANKER

BULK:

9372802575 - CVs FOR TOP 4 RANKS - BULK + CONTAINER
9321276989 - CVs FOR BULK

CONTAINER:

9321276984 - CVs FOR CONTAINER
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WEBSITE: www.ag-maritime.com

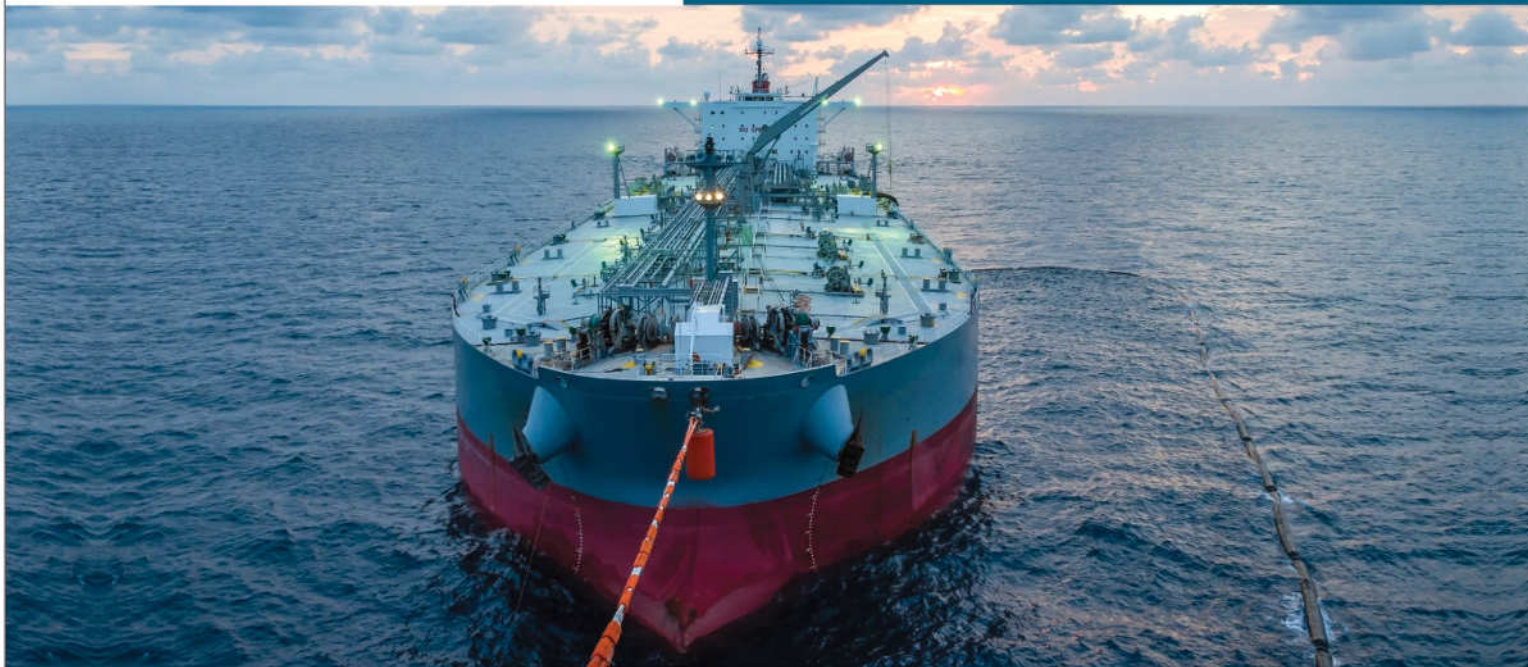
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Seafarers**

RPSL-MUM-162072
DOI : 02/11/2021 DOE : 02/11/2026

NauticFleet



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- | | | |
|------------------|-------------------|----------------------------------|
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| • Chief Officer | • Second Engineer | • Able Seaman |
| • Second Officer | • Third Engineer | • Oiler (Watchkeeping +COP+DCEs) |
| • Third Officer | • Fourth Engineer | • Fitter |
| | • Electrician | • Pumpman |
| | • Gas Engineer | • Cook |

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**Below is the link to our Company
mobile app, for seafarers to download -**

<https://play.google.com/store/apps/details?id=com.mariapps.seafarerportal.nauticfleet>

NauticFleet Private Limited

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Telephone : +91 22 40022698/99

E-mail : recruitment@nauticfleet.com

Website : www.nauticfleet.com

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VR Maritime Services Pvt. Ltd.

RPSL - MUM-199 | Expiry Date: 19.07.2026



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- ▶ CHIEF ENGINEER - NCV
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- ▶ ABLE SEAMAN
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BULK CARRIER / CONTAINER / GENERAL CARGO / RO-RO:

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- ▶ THIRD ENGINEER (RO-RO)

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Off: +91-22-69094500/501

E-mail: resume@vrmaritime.net,

Website: www.vrmaritime.net

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Mr. Kishor Pati (Director) - +91 86574 96806

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RPSL-MUM-162067 | DOI: 25-Oct-21 | DOE: 25-Oct-26

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AB / Oiler / Fitter

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PREFERRED COC:

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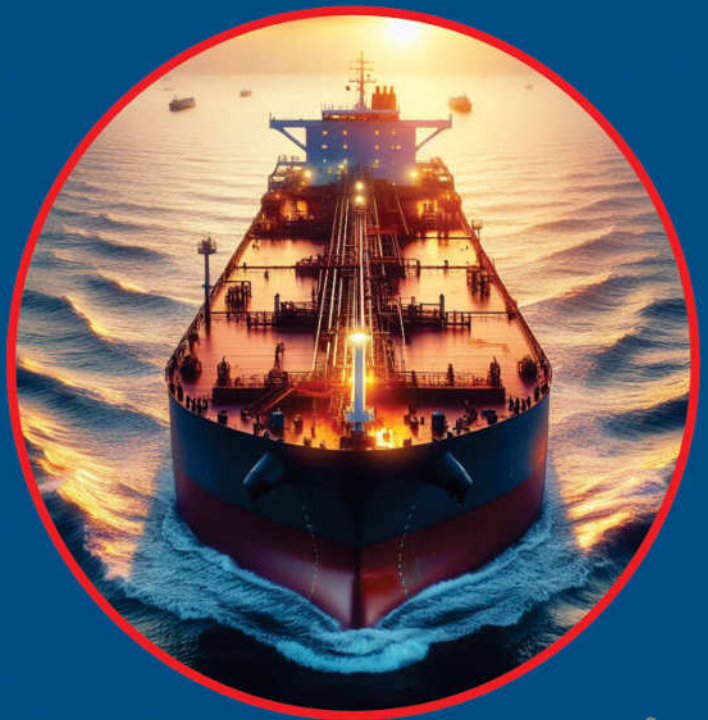
REQUIREMENTS FOR SHORE JOB:

Assistant Crew Manager:
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Crew Executive:
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in crewing

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CONTACT PERSONS

For Officers: +91 93219 88233 / +91 86554 45670 / +91 87798 59250

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(RPSL-MUM-240 DOI: 14.12.2022 DOE: 14.12.2027)

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LNG

- ✧ CM ✧ JCM ✧ 2nd Officer
- ✧ 3rd Officer (with LNG exp.)

CONTACT US:

NEW OFFICE ADDRESS

NYK SHIPMANAGEMENT (INDIA) PVT. LTD.
Level 10, Tower 1, Seawoods Grand Central,
Sector 40, Seawoods, Navi Mumbai 400 706, India.
Tel: +91 22 6815 6700
Contact: Capt. Purendu Nansi,
Capt. Anthony Rodrigues, Mr. Swapnil Rane

DELHI OFFICE

Contact: Mr. Vinay Kumar
Mob: 98100 65413

CHENNAI OFFICE

Contact: Mr. Easter Raj
Tel: +91 44 45002300 / +91 45002413

KOLKATA OFFICE

Contact: Ms. Debashree Roy
Tel (D): +91 33 40539150
Tel: +91 33 40539151 / 52 / 53

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- 2-3 years of related work experience preferred.

Maritime IT Executive (1 No.)

- Reporting to the line manager who is in-charge of shore team.
- Take part in UAT (User Acceptance Testing) of various modules of in-house softwares.
- Take part in development of various modules with the service provider.
- Handle queries from Ship staff and Office staff on various modules.

Qualification/ Experience:

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- Having keen interest in Maritime softwares.
- Having knowledge of data analytics, BI etc.
- Based in Navi Mumbai.

Account Executive (1 No.)

Experience:

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Manning Operations Executive (2 Nos.)

- 3 years of relevant experience.

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RPSL-MUM-045 Issue Date: 13.03.2016 Expiry Date: 04.03.2026

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- » SECOND OFFICER

CHEMICAL TANKERS

- » CHIEF OFFICER » SECOND OFFICER

SUEZMAX TANKERS

- » SECOND ENGINEER » SECOND OFFICER

CRUDE TANKER

- » ETO

SHORE JOB:

- » EXPERIENCED ACCOUNTANT WITH DEGREE (WITH EXPERIENCE IN MARINE SHIPPING)

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- ✓ Excellent Ownership Working Conditions.
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Chief Engineer

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Chief Engineer

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RPSL-CHN-022 DOI: 07/04/2016 DOE: 21/04/2026

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RPSL-MUM-205 | Valid Till: 17-12-2026

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CONTACT DETAILS:

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Snehal Manjrekar (Sr. Fleet Personnel Executive
- Recruitment) +91 82912 93924

Afsha Fatima (Asst. Manager
- Recruitment) +91 77188 60740

Pradeep Yadav (Sr. Recruitment Officer
- Ratings) +91 82919 60943

Delhi Region

Mayank Gogia
(Sr. Recruitment Officer - Officers) +91 81710 87014

Manoj Sharma
(Deputy General Manager) +91 83779 09271

Patna Region

Chandan Kumar
(Asst. Manager - Recruitment) +91 80834 71212

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RPSL-MUM-162134 | EXPIRY DATE 27/01/2028



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For Our Expanding VLCC, Suezmax, Aframax,
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(with a minimum of 6 to 24 months rank exp.)
- **2ND OFFICER & 3RD OFFICER**
(with a minimum of 6 to 12 months rank exp.)
- **3RD ENGINEER & 4TH ENGINEER**
(with a minimum of 6 to 12 months rank exp.)
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ETO – with COC

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ETO – with COC

OIL PRODUCT TANKERS:

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RPSL - MUM - 045 | DOI: Sept 1, 2021 | DOE: Sept 1, 2026

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SAFINA

SHIP MANAGEMENT PVT. LTD.

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Issue date 28-11-2023, Valid till 28-11-2028.Walk-in Interviews for Client Zakher Marine, UAE:
11th May to 16th May 2025
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Rank	CDC/WK/ COP/COC	Salary Matrix (\$)	Rank	COP/COC	Salary (\$)
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AB	IND/IND	900	20/3E	ANY	2500
Oiler	IND/IND	900	Radio Op	GMDSS (IND)	2550
Cook	IND/IND	1200	Safety Off	NEBOSH	3000
Asst. Cook/ GS	IND/IND	600	Cr OP	Sparrow Stage-3	6250
Rigger	IND/IND	As per experience	ETO	IND	9000
**Welder Fitter	As per experience		**Aluminum Fabricator	As per Experience	
Electrician	IND/IND	1500	**Mech Supervisor	As per Experience	

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- * Third Engineer * ETO * AB
- * Oiler * Motorman * Pumpman * Fitter

Shore Job

- * Crew Manager
(with Shipping Experience)

CONTACT DETAILS

C-14, 1st Floor, Vijay Apartment, Near Three Petrol
Pump, LBS Road, Thane (West), Maharashtra - 400602.
Mobile: 9324893747 / 9665354977 / 8080739434
Tel: 022-25300625 | Email: swarajmarine@gmail.com
Website: www.swarajmarine.com

WE DO NOT HAVE ANY BRANCHES OR AGENTS IN INDIA.

UDYA SHIPPING SERVICES PVT. LTD.

RPSL-MUM-101 | Issued on: 09-FEB-2022 | Expiry: 09-FEB-2027

TOP URGENT REQUIREMENTS FOR AHTS/ASD (NON-DP) AND
PILOT BOATS OPERATING IN FOREIGN WATERS:MASTER, C/O, 2/O, C/E, 2/E, 3/E, AB(II/5), OILER (III/5) AND IV MASTERS
(Officers with Indian (FG/NCV) COC only can apply; All Officers must have
prior one year rank experience on similar vessel types.)TOP URGENT REQUIREMENTS FOR SELF PROPELLED JACK UP
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● It always seems impossible until it's done.

➡ *Nelson Mandela*

● Guard well your thoughts when alone and your words when accompanied.

➡ *Roy T. Bennett*

SEAANDJOB

FORTNIGHTLY NEWS

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To The Readers ...

The Power of Execution

Execution—this one word separates a dreamer from an achiever. Ideas alone are never enough. What separates a wish from reality is the courage to act—to chase what is meaningful, and to keep going even when the path is uncertain.

The one who achieves is not the one who had it easy, but the one who struggled. Behind every completed task lies a mountain of effort, missteps, redirections, and moments of clarity. We often wonder why certain things in life don't take off. More than external obstacles, the internal ones—self-doubt, fear of judgment, and lack of planning—hold us back. Execution demands not just thought, but daring. The daring to believe in your own voice, to choose your idea among many, and to run behind something truly productive.

Along the way, mistakes are bound to happen. We will take wrong decisions. But we must remember—life is not built on flawless moves; it is shaped by our attitude and our ability to rise again. The world outside offers countless options, and it's easy to get lost in others' thoughts. But your gut—your inner compass—knows the path that's right for you. So, take decisions for yourself, not to impress someone else.

Execution is not a one-time act. It's a lifelong journey. Every day brings a new set of trials, and with each conquered challenge, we earn a quiet sense of achievement. Each assignment we complete, adds meaning to our lives. Yet, it's important to ask: Does our execution serve a purpose beyond ourselves? Does it fulfill the needs of others?

While initiating SeaAndJob magazine, the goal wasn't just to create something. It started with understanding what seafarers truly need, what companies require, and how this gap could be bridged. Only then was it executed—with intention and hope that it would benefit others. That should be our aim with every action: to lift others as we grow. There's no joy in being envious of others' success; but there's immense fulfillment in appreciating and encouraging it. When we celebrate others, they, in turn, bring shared joy and collective success.

We live to achieve. And when we don't, we regret. To keep achieving, we must keep exploring. Because while theory helps us understand life, only experience helps us live it.

Life, in truth, is very simple. But understanding it is the hard part. And to understand it, one needs both the willingness to learn and the daring to live.

Every person, like gold, must go through the fire. It is only under pressure and intense heat that gold is purified and shines its brightest. Similarly, we must allow life to mold us, to refine us, to bring out our finest version.

God Bless You
Roni Abraham
Editor



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NAVIGATING THE UNCHARTED



MANIFESTATION AND THE MECHANICS OF BELIEF

Have you ever had a gut feeling that something was going to happen and then it did? Or maybe you've found yourself in a loop where the more you feared failure, the more it somehow kept showing up? What if I told you that these patterns aren't just coincidences, but reflections of what's going on inside your mind?

Welcome to the world where thoughts create things. A place where what you expect, believe, and emotionally invest in can subtly (and sometimes not-so-subtly) shape your reality. This is the space where Manifestation Theory, often without us even realizing they're leading the way.

➔ WHAT IS MANIFESTATION, REALLY?

Manifestation is the idea that your internal world — your thoughts, emotions, and beliefs — influence your external reality; but you can't just daydream about dollar signs and expect them to show up — manifestation needs motion. It's about consciously aligning your mindset, emotions, and actions with what you want to bring into your life.

But here's the twist, what happens when you're not consciously creating — when your thoughts and expectations are quietly directing your life without your awareness?

That's where the Self-Fulfilling Prophecy comes in — the psychological sibling of manifestation. One is rooted in spiritual law; the other, in psychology. But both point to the same truth: your beliefs build your life. The key components of manifestation are:

1. Energy, Frequency & the Law of Attraction

Every thought you think sends out a kind of signal — like a radio broadcast. The Law of Attraction says you attract what you are, not what you want. So, if you constantly feel fear, or doubt, you'll notice more of those things showing up in your life. On the flip side, if you begin shifting into feelings of gratitude, self-worth, and joy, the world around you begins to shift, too.

And that's not unconventional — that's neuroscience and behavior. Because how you feel shapes how you show up, and how you show up determines the results you get.

This is the bridge to the self-fulfilling prophecy: if you believe you're unlucky, unworthy, or not good enough, you start acting like that's true. The result? A reality that matches your inner dialogue.

2. Visualization: Seeing Before Believing

Think about Olympic athletes. Many of them mentally rehearse their routines — not just the movements, but the feeling of winning. That's

Self-fulfilling prophecy

What I predict comes true.



visualization in action. When you visualize something vividly and regularly, your brain starts to treat it like a real experience. You're not just dreaming — you're creating mental grooves that prepare you for the real thing.

This isn't just about daydreaming. When you see yourself as someone who has already succeeded, your behavior starts to match that image. You walk with more confidence. You take risks. You open doors that were once locked — simply because you believe you're meant to walk through them.

3. Affirmations & Belief Systems

Let's go deeper. The words you speak — especially to yourself — are like tiny spells. When you say, "I'm terrible with money," or "No one ever chooses me," your subconscious takes notes. Over time, you start to build a belief system that supports those phrases — and your life starts to mirror that inner narrative.

Affirmations are a way of rewriting the script. They might feel silly at first, but daily repetition of "I am worthy of success," or "I am enough," or "I am doing the best I can", begins to plant new beliefs in the soil of your mind. And once a belief takes root? Your behavior, emotions, and choices follow.

This is the inner engine behind both manifestation and self-fulfilling prophecy. What you tell yourself becomes what you experience.

4. Emotion: The Magnet of Manifestation

It's not just what you think — it's how deeply you feel it. You could repeat affirmations all day, but if underneath you feel insecure, afraid, or doubtful, your results will reflect that emotional dissonance.

Emotions are the energetic signal that intensifies your intentions. When you feel successful before you see the success, you begin to act like a successful person. When you emotionally embody love, joy, or confidence, you attract more of the experiences that match those



NAVIGATING THE UNCHARTED



feelings. It's like your energy starts filtering your reality through a different lens.

This emotional alignment is also what drives a self-fulfilling prophecy. Someone who feels rejected may interpret even neutral situations as signs of rejection — and then act cold or defensive, which pushes people away. The cycle repeats, confirming the original belief. That's the trap and the opportunity.

5. Action vs. Waiting Around

Let's clear something up: manifestation isn't about sitting in bed, visualizing a mansion, and hoping the keys show up under your pillow.

Inspired action is key. It's the gentle nudge you get to send the email, make the call, say yes to something new. Manifestation opens the door — but you still have to walk through it.

And that's the magic. When your beliefs and emotions align, the action part feels natural. You're no longer forcing things — you're following a flow. This is how manifestation becomes real-world change, not just a dream in your head.

6. Limiting Beliefs: The Invisible Blockers

So, what stops people from manifesting what they want? Often, it's the hidden beliefs formed in childhood or past experiences — the quiet voice that says, "I don't deserve this" or "It's too good to be true."

These beliefs can sabotage even your most focused intentions. You might do all the "right" manifestation techniques — vision boards, scripting, affirmations — but if part of you believes it won't work, you'll unconsciously block it.

The self-fulfilling prophecy kicks in again here. If you believe love never lasts, you might push partners away. If you think success requires suffering, you'll subconsciously reject ease.

But here's the good news: once you become aware of those inner stories, you can change them.

7. Real-Life Magic (That's Not Really Magic)

You've probably seen it happen — someone who shifted their mindset and watched their life transform. Maybe they left a toxic job and found their dream one. Maybe they broke free from scarcity and built financial freedom. These aren't coincidences. They're signs of alignment.

Even in small ways — like finding the perfect book when you need it or running into the right person at the right time — manifestation shows up when belief, emotion, and action come together.

These moments aren't random. They're the natural result of a mind that believes in possibilities and a person who is bold enough to act on them.

➔ POSITIVE AND NEGATIVE LOOPS: HOW BELIEFS SHAPE OUTCOMES

Picture a seafarer preparing for a crucial safety inspection. He boards the vessel thinking, "I always mess these up." Nervous, he fumbles with paperwork, hesitates when answering, and misses a key safety step. The inspector notes his uncertainty, and the vessel fails the check. Later, he sighs, "I knew I'd blow it."

But was it fate—or fear?

Seafarers often face high-stakes situations where confidence is crucial. If they carry beliefs of incompetence, the anxiety can cause real mistakes, reinforcing the false narrative. These loops can be invisible and persistent, quietly sabotaging careers.

Yet the reverse is also true. A second officer who believes, "I've trained for this — I can handle it," stands tall, speaks clearly, and navigates inspections or emergencies with focus. Positive belief fuels presence and poise, setting a different tone.

Belief is not magic — but it is powerful. For those at sea or on land, breaking negative loops and nurturing constructive confidence can be the key to better outcomes.

Conclusion

Here's the truth: You don't have to believe in magic to believe in manifestation. And you don't have to be into psychology to see how your thoughts shape your world.

What matters is this:

Your mind is always manifesting. The question is — what story is it telling?

You can't control everything that happens to you. But you can control the thoughts you repeat, the emotions you nurture, and the beliefs you choose to water.

Because whether you call it manifestation or a self-fulfilling prophecy, one truth remains — Your thoughts are the architects of your destiny.



(Disclaimer: The information in this magazine are purely for recreational reading /entertainment. They are not meant to replace intelligent decision-making on behalf of the reader.)



Health Zone



WAYS TO ENHANCE ALERTNESS AND AGILITY IN SEAFARERS

The demanding environment of life at sea requires seafarers to maintain a high level of physical agility and mental alertness to ensure safety, efficiency, and overall wellbeing. Long working hours, irregular sleep patterns, and exposure to challenging weather conditions can significantly impair cognitive and physical performance, increasing the risk of accidents and reducing operational effectiveness. As maritime operations become more complex and fast-paced, it is essential to implement strategies that help seafarers stay sharp, responsive, and resilient. This article explores practical and evidence-based methods to enhance both alertness and agility among seafarers, focusing on lifestyle habits, onboard practices, and technological support that contribute to optimal performance at sea.

Changes to your body and brain are normal as you age. However, there are some things you can do to help slow any decline in memory and lower your risk of developing Alzheimer's disease or other cognitive disorders.

To help improve both mental alertness and physical agility among seafarers, here are seven key recommendations. These practices are essential for maintaining optimal performance, ensuring safety at sea, and supporting overall well-being during extended periods on board.



1. Exercise regularly:

Exercise is widely recognized for its numerous health benefits, but one of the most significant is its positive impact on brain function. Regular physical activity has been shown through various research studies to reduce the likelihood of cognitive decline and lower the risk of developing Alzheimer's disease. This is largely because exercise increases blood circulation to the brain, supplying it with essential oxygen and nutrients that support mental performance.

Additionally, staying active helps to mitigate the natural decrease in brain connectivity that occurs with age, potentially reversing some age-related changes. It is recommended to engage in

physical activity multiple times a week, ideally for 30 to 60 minutes per session. Activities such as walking, swimming, tennis, or any moderate aerobic exercise that elevates your heart rate can be effective in supporting both brain and overall health.

2. Get plenty of sleep:

Getting enough quality sleep is essential for maintaining brain health. According to some scientific theories, sleep plays a vital role in clearing out abnormal proteins from the brain and in consolidating memories, both of which contribute to better cognitive function and memory retention. It is recommended to get seven to eight hours of uninterrupted sleep each night, as opposed to broken sleep in short two- or three-hour segments. Continuous sleep allows the brain sufficient time to process and store information effectively.

3. Eat a Mediterranean diet:

Nutrition plays a critical role in supporting brain health, and adopting a Mediterranean-style diet can be particularly beneficial. This diet emphasizes a high intake of plant-based foods, whole grains, fish, and healthy fats like those found in olive oil, while limiting red meat and salt. Research has shown that individuals who adhere closely to the such a diet have a lower risk of developing Alzheimer's disease than those who do not.

While more studies are needed to identify the specific components of the diet that most benefit brain function, it is well established that omega-3 fatty acids—especially those found in extra-virgin olive oil and other healthy fats—are essential for optimal cell function. These nutrients are believed to support cardiovascular health, enhance concentration, and slow age-related cognitive decline.

4. Situational Awareness:

The situational awareness training should focus on helping individuals recognize and respond to potential hazards, understand how to interpret environmental cues, and effectively use onboard monitoring and safety systems. Crew members must be equipped not only with theoretical knowledge but also with practical skills to assess dynamic situations and make informed decisions under pressure.

In addition to training, the integration of technological aids is vital. Modern vessels should be outfitted with advanced navigation systems, state-of-the-art communication tools, and reliable safety equipment.

These technologies significantly contribute to operational efficiency, reduce the likelihood of human error, and improve the overall onboard experience for all personnel. Furthermore, promoting open communication within the crew is equally



Health Zone



important. Leaders and team members alike should actively cultivate an environment where everyone feels safe and encouraged to voice their observations, express any concerns they may have, and offer constructive suggestions.

Such a culture not only enhances teamwork and trust but also plays a critical role in identifying and addressing issues before they escalate into serious problems. Together, these elements create a foundation for a proactive and safety-conscious maritime operation.

5. Stay mentally active:

The brain functions much like a muscle—it needs regular use to stay strong and sharp. Engaging in a variety of mentally stimulating activities, such as solving crossword puzzles or Sudoku, reading, playing card games, or assembling jigsaw puzzles, can help maintain and enhance cognitive abilities. Think of it as giving your brain a well-rounded workout by mixing different types of mental challenges.

While many commercial brain-training programs are widely marketed, most healthcare professionals advise caution, as these programs often make exaggerated claims and tend to focus on memorization skills that have limited real-world value.

In contrast, simple activities like reading or tackling thought-provoking puzzles can be equally, if not more, effective for keeping your mind active. Lastly, it's best to limit screen-time, as it is largely passive and provides minimal mental stimulation.



6. Remain socially involved:

Actively participating in social interactions is a powerful way to support mental health and emotional resilience, especially for individuals working in isolated environments such as seafarers. Maintaining strong social connections can play a vital role in reducing the risk of depression and managing stress—both of which are significant contributors to memory decline and

cognitive impairment over time. Whether through in-person conversations, virtual communication, or engaging in shared activities, it's essential to seek out meaningful and supportive relationships with family members, close friends, colleagues, and even new acquaintances.

This becomes particularly important for individuals who spend extended periods away from home, as a lack of regular social engagement can lead to feelings of loneliness and emotional distress. Research has consistently shown that chronic social isolation is linked to negative outcomes such as brain atrophy and reduced agility in performance. In contrast, staying socially active with the rest of the crew through meaningful interactions can help preserve mental sharpness, enhance emotional well-being, and promote overall brain health as well as the performance of the crew as a whole.

7. Keep your blood vessels healthy:

Maintaining the health of your arteries and veins is essential not only for your heart but also for optimal brain function. Regularly monitoring your blood pressure, blood sugar, and cholesterol levels—and keeping them within a healthy range—is a key part of protecting both cardiovascular and cognitive health. To support this, increase your physical activity, adopt a Mediterranean-style diet, and reduce your intake of sodium, all of which can help manage blood pressure and cholesterol.

Additionally, lifestyle choices such as smoking and excessive alcohol consumption can negatively affect brain health. It's important to avoid smoking altogether and limit alcohol intake—moderation is defined as no more than one drink per day for women and up to two drinks per day for men.

Conclusion

Enhancing alertness and agility in seafarers is not only crucial for individual health and safety but also for the overall efficiency and resilience of maritime operations. By adopting a holistic approach that includes regular physical exercise, quality sleep, a brain-healthy Mediterranean diet, mental stimulation, social engagement, and cardiovascular health management, seafarers can significantly improve their cognitive function and physical responsiveness.

These lifestyle strategies, though simple, offer powerful tools to counteract the mental and physical strains of life at sea. Investing in such preventive habits supports long-term wellbeing, reduces the risk of age-related cognitive decline, and ensures that seafarers remain capable, alert, and agile in the face of their demanding profession.

(Disclaimer: This article is not intended to diagnose, treat, cure, or prevent any disease. Information and statements made are for educational purposes and are not intended to replace the advice of your medical practitioner. If you have a severe medical condition, see your physician of choice.)



SHIPPING NEWS

AGING VESSELS PUSH CREW TO THE LIMIT AS SEAFARERS HAPPINESS INDEX HITS 10-YEAR MILESTONE

The Mission to Seafarers' latest edition of its quarterly Seafarers Happiness Index has revealed a steady rise in seafarer satisfaction, marking a small rise as the survey enters its 10th year.

The Q1 report shows an overall rise in seafarer happiness to 6.98 out of 10, up from 6.91 in Q4 2024. Despite positives, some key concerns were raised in the survey such as the increasing pressures faced by crew aboard older vessels, where mounting maintenance demands are straining already limited resources and impacting morale.

The Seafarers Happiness Index (SHI) is a quarterly survey run by The Mission to Seafarers, in collaboration with Idwal and NorthStandard, and supported by Inmarsat. Now in its 10th year, the Index continues to offer essential insight into the lived experiences of seafarers, shining a light on the area's most in need of improvement. The latest findings reaffirm the constant need to place seafarer wellbeing at the heart of efforts to build a sustainable and resilient maritime workforce.

The latest survey identifies safe manning as the most critical concern for seafarers. Respondents described how diminishing crew sizes combined with aging vessel infrastructure create an unsustainable equation. Many reported having to implement triage systems for maintenance tasks, addressing only the most urgent repairs whilst routine upkeep falls behind. This pattern creates cascading technical challenges that seafarers described as 'overwhelming' and 'demoralising', affecting both operational safety and personal wellbeing.

Training also emerged as a concern in Q1. While many seafarers acknowledged access to some development opportunities, others expressed a desire for training that feels more grounded in reality. There is a clear call within the latest edition of the Index for more consistent, practical, and scenario-based instruction that builds real confidence, not just theoretical knowledge, especially in high-stress or emergency situations. For many, the gap between training and lived experience directly affects their sense of safety and preparedness at sea.

The impact of workload and stress continues to be one of the most significant personal stressors reported. Seafarers pointed to long hours, especially during port operations, and described how excessive administrative burdens and constant pressure from shoreside management are negatively affecting morale. Several respondents voiced a growing frustration that operational efficiency is often prioritised over human wellbeing, leaving little room for rest or recovery.

Shore leave limitations continue to be a deeply felt frustration. Many seafarers highlighted how restrictive policies and poor infrastructure prevent them from stepping ashore. Even when shore leave is technically permitted, lack of transportation or time pressures often make it impractical. The inability to decompress off-ship and experience local environments adds to feelings of confinement and mental fatigue.

Finally, the emotional toll of prolonged contracts and limited connectivity only deepen the sense of disconnection from loved ones. Seafarers reported heightened levels of homesickness and emotional strain, with many calling for better communication options and more balanced rotation schedules.

Despite these pressure points, many seafarers continue to find fulfilment in their work. Strong teamwork and camaraderie were frequently mentioned as key to a positive onboard atmosphere. Many seafarers also enjoy the technical aspects of their roles, while the ability to support their families financially is a major motivator.

Ben Bailey, Director of Programme, The Mission to Seafarers said, "Addressing challenges like aging vessels, inadequate training, and restricted shore leave is not just a matter of welfare – it's essential for operational performance and future-proofing the sector. When seafarers are overburdened with the constant demands of maintaining ageing ships, often with limited support with antiquated tools, their morale and wellbeing clearly suffer, as does the safety and efficiency of operations on board.

"These issues are clearly interlinked. Neglecting seafarers compromises the reliability of global maritime trade. If we want a resilient and sustainable industry, we must act decisively, by investing in vessel upkeep, prioritising targeted, hands-on training, and ensuring crews have access to rest, support, and meaningful connections ashore and at home. As the Seafarers Happiness Index marks its 10th year, these latest findings are a powerful reminder that the human element remains the foundation of maritime success. The health of our workforce cannot be an afterthought."

Thom Herbert, Idwal Key Account Manager and Crew Welfare Advocate, Idwal, commented, "The Q1 2025 results of the Seafarers Happiness Index reinforce what we regularly encounter during vessel inspections: that the lived experience of seafarers is shaped not only by structural conditions, but also by how well crew welfare is prioritised day to day. While there are signs of progress in some areas, too many seafarers still face barriers to shore leave, rest, and mental health support. These are not just wellbeing issues, they are operational ones, too."



“At Idwal, we continue to see how vessel condition, crewing culture, and management practices intersect. A healthy, supported crew is essential to a well-performing ship. That’s why we support the Seafarers Happiness Index; it offers a critical voice from sea to shore, helping the industry align policy with the people who make global trade possible.”

Yves Vandenberg, Head of Loss Prevention Asia-Pacific, NorthStandard, added, “First of all, congratulations to Seafarers Happiness Index for marking its 10th anniversary in 2025. This meaningful survey has given so many seafarers the opportunity to highlight what is good in their working environment and what can be improved. It is good to see that the SHI results for Q1 2025 have slightly improved to 6.98 from 6.91 in the previous quarter. While

it is positive to see strong teamwork, pride in the profession, and some improvements in connectivity, there continue to be key challenges that shouldn’t be ignored.

“Persistent overwork, stagnant wages, and patchy welfare support continue to have a negative impact on morale. Social interaction – whether via shore leave, Wi-Fi, or onboard activities – remains vital, but we must better educate crews about the downsides: digital fatigue, security risks, and even onboard socialising needs careful management to avoid conflicts. If these persistent systemic issues remain unaddressed, seafarer wellbeing runs the risk of declining further. However, the industry has made progress in some areas and many still find pride and purpose in their careers.”

MAERSK WARNS GLOBAL CONTAINER VOLUMES COULD DROP DUE TO TRADE WAR

Shipping group Maersk said container volumes plunged 30-40% between the U.S. in China in April as a trade war erupted between the world’s top economies, and warned a protracted dispute could shrink global volumes this year.

However, the Danish group stuck to its full-year profit guidance, helped by continued disruption on the Red Sea trade route that has pushed up freight rates.

Trade tariffs imposed by U.S. President Donald Trump have prompted companies worldwide to cut sales targets and major economies to revise down growth prospects, impacting demand for shipping goods at sea.

Maersk, viewed as a barometer of world trade, said it now expects global container volumes within a range of down 1% to up 4% this year, compared with the 4% growth estimated at the beginning of the year.

“Volumes between China and the U.S. dropped sharply during April, between 30% and 40% as tariffs went up. We were able to reallocate them to some other areas where there’s still strong demand,” CEO Vincent Clerc told in Copenhagen.

Many companies rushed to ship goods to the U.S. at the beginning of the year in anticipation of potential tariffs. But most economists are calling the Trump tariff gambit a demand shock to the world economy which will sap global activity.

Maersk expects market growth in the second quarter, if customers take advantage of a 90-day pause in the bulk of planned U.S. tariffs to build inventories, but said there was a risk of demand contracting in the second half of the year if tariffs were not rolled back.

Maersk, whose customers include Walmart, Target, and Nike, said the threat of a further escalation in the trade war cast a shadow over the U.S. economy.

“The dream of being able to produce locally, with all you’ll need for your supply chain, is not possible,” Clerc said.

“Unemployment is at a historic low in the United States, and they are deporting hundreds of thousands of people. Where is the labour going to come from?” he added.

“If we have to pay U.S. labour, then no T-shirt will be sold for less than \$150,” Clerc said.

Maersk said last week it had downsized some vessels sailing between China and the United States. German rival Hapag-Lloyd said last month its customers had cancelled 30% of shipments to the U.S. from China.

Maersk shares were 0.6% higher at 1004 GMT.

RED SEA DISRUPTION

Maersk still expects earnings before interest, taxes, depreciation and amortisation (EBITDA) this year of between \$6 billion and \$9 billion.

JP Morgan analysts said in a research note they were surprised the shipper had maintained its outlook.

Maersk also said it expects Red Sea disruption to continue throughout the year, despite comments by Trump that the U.S. would stop bombing the Iran-aligned Houthis in Yemen, which helped it maintain its profit guidance.

Maersk and rivals have benefited from longer sailing times and soaring freight rates as ships are rerouted around Africa as Houthi militants have kept up attacks on Red Sea vessels in what they say is in solidarity with Palestinians in Gaza.

Trump said the Houthis had agreed to stop attacking U.S. ships, but the group later said the deal did not include sparing Israel, suggesting its shipping attacks would not come to a complete halt.

There have been no reports of Houthi attacks on shipping in the Red Sea area since January.

Its EBITDA rose 70% year-on-year to \$2.71 billion in the first three months of the year, compared with the \$2.41 billion expected by analysts in a company poll.

SEAFARERS STRANDED OFF YEMEN PORT EYE EXIT AFTER US-HOUSHI CEASEFIRE DEAL

Some 200 seafarers aboard more than 15 ships stuck for weeks off Yemen's port of Ras Isa are preparing to offload cargoes and leave thanks to a ceasefire deal between Houthi militia and the U.S., maritime and labour union.

Still, threat levels for shipping remained high given the Houthis' confirmation that Israeli-related assets remained open to attack and the attendant risks to broader shipping, maritime officials said. Ships with no connection to Israel had been targeted in the past with no certainty of safe passage.

President Donald Trump announced the U.S. would stop bombing the Iran-aligned Houthis in Yemen as they had agreed to stop targeting U.S. ships in Red Sea waters off the Arabian Peninsula country.

However, the deal does not cover close U.S. ally Israel, the Houthis stated, suggesting its attacks on shipping in professed solidarity with Palestinian militants fighting Israel in Gaza might not come to a complete halt.

A nearly two-month-long U.S. bombing campaign in Yemen dealt heavy damage to the Houthis, with a spillover impact on shipping in the Ras Isa region on the Red Sea, a critical artery for world trade.

Several crew members on ships in the vicinity of U.S. air strikes were injured, and two vessels prevented from sailing away by Houthis, according to the International Transport Workers' Federation (ITF), the biggest seafarers' union.

A Houthi official told that following the agreement with Washington, ships should now be able to enter Ras Isa, discharge cargoes and depart without issues.

At least one of the vessels – mainly tankers carrying fuel supplies

including liquefied petroleum gas – was moving into the port to begin discharging cargo, according to ship tracking data on the MarineTraffic platform.

NO GUARANTEE OF SAFE PASSAGE

While the risk of collateral damage from airstrikes has abated, seafarers remained concerned about Israeli attacks on Houthi targets in the region.

In response to Houthi drones launched at Israel over the past week, Israeli warplanes hit the major Yemeni Red Sea port of Hodeidah, causing some damage.

Some of the vessels stuck have been waiting for weeks to discharge in Ras Isa and were urgently seeking to leave the area, the captain of one of the vessels, who declined to be identified due to the sensitive situation.

"The ITF is working urgently to support these crews, but they need more than words; they need safe passage home," ITF General Secretary, Stephen Cotton said.

The Houthis have carried out more than 100 attacks on ships plying the Red Sea since November 2023, saying they were acting in support of Palestinians in Israeli-besieged Gaza. They have sunk two vessels, seized one and killed at least four seafarers. There have been no known attacks since January this year.

Many shipping companies have halted voyages through the Red Sea amid uncertainty over whether the ceasefire deal will stick.

"We do not send ships in until we are sure that the people on board are safe," Lasse Kristoffersen, CEO with shipping company Wallenius Wilhelmsen, told. "We have no information at this time to suggest that."

IRON ORE SLIDES ON EXPECTATIONS OF STEEL OUTPUT CUT IN CHINA

Iron ore prices dropped, as traders weighed prospects of weakening demand amid fresh expectations of crude steel output cuts in top consumer China.

The most-traded September iron ore contract on China's Dalian Commodity Exchange (DCE) closed daytime trade down 2.73% at 693.5 yuan (\$95.82) a metric ton, its lowest since April 11.

The benchmark June iron ore (SZZFM5) on the Singapore Exchange lost 1.95% to \$96.4 a ton, as of 0716 GMT.

"It's mainly resumed expectations of steel output cuts that are driving the market movement with price fall of steelmaking ingredients more dramatic than that of steel," said Zhuo Guiqiu, an analyst at broker Jinrui Futures.

Relevant authorities are actively advancing the national crude steel output control, the state-backed China Iron and Steel Association said in a note this week.

In March, China unveiled a plan to restructure its giant steel industry through production cuts, without elaborating on the timing and scale.

"This saying from the steel association has reinforced such expectations (of steel output cut). Moreover, hot metal output is set to brace a peak soon," Jinrui's Zhuo said.

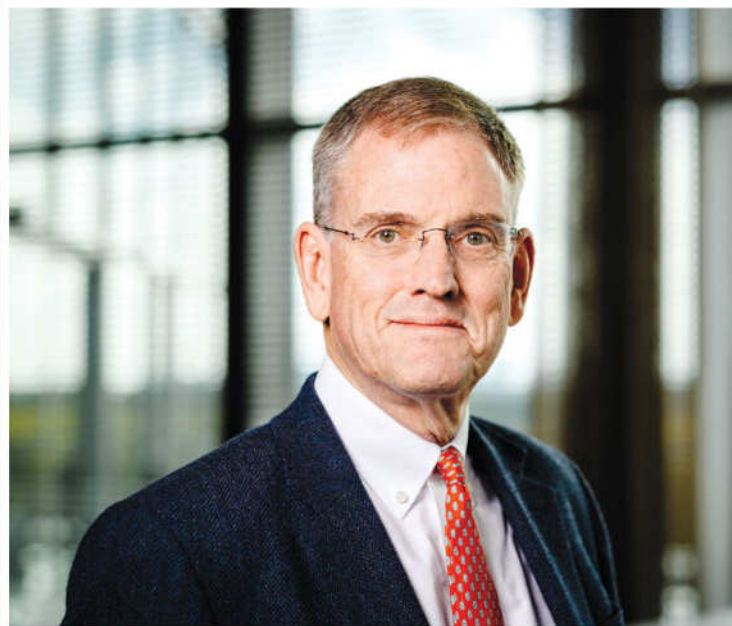
Hot metal output, a blast furnace product, is typically used to gauge iron ore demand.

Other steelmaking ingredients on the DCE slumped, with coking coal and coke (DCJcv1) down 2.13% and 2.25%.

Steel benchmarks on the Shanghai Futures Exchange retreated. Rebar lost 1.74%, hot-rolled coil shed 1.18%, wire rod (SWRcv1) dipped 0.43% and stainless steel edged down 0.31%.

The weakness in the ferrous market came despite Beijing injecting a raft of monetary stimulus as part of efforts to soften the economic damage caused by the trade war with the United States.

"It's not a very good signal for the Sino-U.S. trade talks if looking at the stimulus package, which hints a preparation for the worst-case scenario," said an analyst on condition of anonymity because of the sensitivity of the matter.



MR. ROBERT MUIRHEAD MUR GROUP CEO

Mr. Robert Muirhead is a distinguished leader with an impressive four decades of experience in the shipping industry, serving as the CEO of MUR Group since 2000.

Beyond his role at MUR, Mr. Muirhead serves as Director for several MUR Group companies and has held a directorship role with Macsteel International Holdings B.V. since 2013.

*Mr. Robert Muirhead in conversation with **SEAANDJOB** Magazine on the inauguration of Dockendale Training Academy in Mumbai.*

Could you tell us about the significance of the Dockendale Training Institute and your plans for it?

The Dockendale Training Institute is a big step in how we support our people. It's more than just technical training; we aim to develop confident leaders ready for the challenges of life at sea. Moving forward, we'll expand the Institute with programs focused on new technologies, safety, and leadership to ensure our crew is prepared for the future.

Could you tell us how technology has affected traditional dry bulk shipping?

Technology has significantly improved efficiency, safety, and decision-making in shipping—everything from route planning and emissions tracking to crew management and performance monitoring. But it's still all about the people who use this technology to make real-world decisions and keep operations running smoothly.

What are the key qualities / core values that you look for when building your team?

We value integrity, accountability, and collaboration. We look for people who can stay calm under pressure and solve problems as they arise. Curiosity and a commitment to continuous learning are also key, as this is an industry where there's always more to know.

How do fluctuations in global trade and commodity prices affect Dockendale's dry bulk operations? How do geopolitical tensions or global crises (like the Red Sea disruptions) impact your crewing strategies?

Global trade fluctuations affect our operations, but we stay flexible by diversifying our routes, cargo, and clients. Geopolitical events like the Red Sea disruptions require agile responses, and we work closely with our crewing partners to ensure the safety and wellbeing of our team in these situations.

What are your plans for the future?

We're focused on growing sustainably by investing in our people, technology, and emissions reductions. Developing leadership through initiatives like the Dockendale Training Institute is a priority, as is strengthening our long-term partnerships. Our goal is to maintain our leading position as a reliable company, built for the future.

Is there something that you would like to highlight or emphasize?

I want to emphasize the incredible work our seafarers do. They're often behind the scenes, but their skill, professionalism, and resilience are the backbone of everything we do. They deserve far more recognition for keeping things running smoothly, no matter the conditions.

What message would you like to give to our seafarers?

To our seafarers: thank you for your hard work and dedication. We see and value everything you do, and we're committed to supporting you with the tools and training you need. Your work matters, and you're a vital part of the team and of global trade.



Dockendale Launches Training Academy To Empower The Next Generation Of Seafarers



Dockendale Ship Management FZCO has officially launched the **Dockendale Training Academy (DTA)** at its Mumbai office—a cutting-edge, in-house training center aimed at preparing maritime professionals for the future of global shipping.

Blending advanced simulation technology with expert-led instruction, DTA offers both classroom and online programs focused on operational excellence, safety, and sustainability. The initiative reinforces Dockendale's commitment to innovation, safety culture, and environmentally responsible maritime practices.

The Academy is equipped with state-of-the-art simulators and a specialized curriculum covering key areas such as:

- Ship maneuvering simulation
- Full-mission engine room training
- ECDIS operations
- Steering practice, testing, and certification
- Liquid cargo handling (Oil & Gas, LPG, LNG)
- Alternate fuel training (Methanol & LNG)

With the launch of DTA, Dockendale continues to invest in talent development and drive industry standards forward.

Shri. Shyam Jagannathan, IAS, Director General of Shipping, India remarked: "The Dockendale Training Academy marks a significant milestone in maritime education and capacity building. With its emphasis on advanced simulation and emerging skills like alternate fuel handling and ECDIS operations, this initiative aligns well with India's aspirations to become a

global maritime training hub. By investing in future-ready training, Dockendale is making a valuable contribution to strengthening our nation's maritime capabilities. I commend them for taking this proactive and timely step."

Mr. Robert Muirhead, Chairman, MUR Group: "At MUR Group, we believe that the future of global maritime operations rests on the foundation of a well-prepared crew. As India continues to rise as a key maritime hub, we are proud to support Dockendale's leadership in ship management, which has been instrumental in driving excellence across the industry. The launch of Dockendale Training Academy is a natural extension of this partnership, reflecting our shared commitment to equipping seafarers with the skills, knowledge, and adaptability needed to thrive in an evolving maritime environment. Through this collaboration, we are shaping a future where technical expertise, a deep-rooted safety culture, and innovation converge to ensure that safety and efficiency remain at the core of every voyage."

Mr. Hassan Sallaum, Director, Sallaum Lines: "Dockendale has been a trusted partner in providing highly skilled, professional crews to our vessels, consistently demonstrating excellence in every aspect of their operations. The launch of the Dockendale Training Academy further reinforces their dedication to continuous improvement and talent development. We are confident that this initiative will not only elevate operational excellence but also make a lasting contribution to the broader maritime industry, setting new standards for safety and performance."



Mr. Aseem Malik, Principal, Dockendale Training Academy: "At Dockendale Training Academy, we're not just delivering courses—we're shaping the next generation of maritime professionals. Our focus is on empowering seafarers with both the technical expertise and the mindset needed to adapt to new technologies, embrace sustainable practices, and uphold the highest standards of operational excellence."

DOCKENDALE ANNUAL SEMINAR 2025

OUR COMMITMENT TO EXCELLENCE: IT STARTS WITH ME

The Dockendale Annual Seminar 2025 brought together maritime professionals for a day of meaningful discussions, technical insights, and recognition of excellence across the industry.

Capt. Vikrant Gusain, CEO, Dockendale Ship Management FZCO, opened the event with an enthusiastic address, setting the stage for sessions on safety, well-being, and innovation. He was followed by an inspiring keynote address from **Mr. Robert Muirhead, Director, Dockendale Ship Management FZCO**, who emphasized the company's long-term vision and commitment to excellence. **Capt. Shane Pinto, Additional General Manager – HSSEQ, DSM** highlighted critical DSM safety protocols, while **Capt. Amlendu Kumar, Mr. Ravjyot Khuman, Founder and Ms. Radhika Shah, Psychologist, (3Cube Representatives)** addressed the importance of mental and physical health at sea.

A standout session by **Ms. Ritu Chaudhri, Director of Enmarol Petroleum** explored the role of fuel additives in engine performance and decarbonization, earning the title of the day's most insightful talk.

A special segment honored Indian seafarers, with **Capt. (Dr.) Daniel Joseph, Dy. DG Shipping – Crew, Govt. Of India** and **Shri Deependra Singh Bisen, Dy. DG Shipping – Training** recognizing their invaluable contributions to safety, health, and training in the maritime sector.

Team-building exercise led by the **Mr. Aseem Malik, Principal, Dockendale Training**



Mr. Robert Muirhead



Capt. Vikrant Gusain



Capt. (Dr.) Daniel Joseph



Mr. Subrat Mukherjee



Mr. Aseem Malik



Ms. Ritu Chaudhri

Academy encouraged collaboration, while giving valuable information about the newly launched training institute aimed at upskilling officers.

Technical sessions covered cloud fleet management, dual-fuel technology, and key regulatory updates, with insights from **Mr. Sanjay Gole, Senior Manager – IT, DSM**; **Mr. Dheeraj Sharma, Vice President, ABS Global Business Development - Marine & Offshore, Middle East & Africa**, **Capt. Prem Prakash, Asst. General Manager – QMS, DSM**; **Mr. Sunny Azam, Technical Manager, Qualships Pty Ltd**; **Capt. Aniruddha Paranjape, Additional General Manager - Environmental Compliance** and **Mr. Anil Kumar, Principal Surveyor and Area Business Development Manager - South Asia, Lloyd's Register**, who provided a forward-looking view on upcoming maritime regulations.

The seminar also celebrated long-serving Dockendale employees, including **Capt. Kiran Patil, Capt. Joel Fernandes, Mr. Rajwinder Singh**, among others, along with **African Wagtail** and **African Gannet** winning the Best Performing Ships Award and Best Port State Control Awards. Moving anecdotes from **Capt. Gusain** and **Mr. Subrat Mukherjee, Manning Director, DSM**, inspired a strong sense of unity.

The evening closed with vibrant cultural performances, marking the seminar as not just a knowledge-sharing event, but a celebration of commitment, collaboration, and Dockendale's enduring maritime spirit.



Could you introduce yourself and share your journey into ship management?

I began my career with Univan in 1990 as a deck cadet and progressed over the next 25 years, ultimately serving as a Business Director until the company merged with Anglo-Eastern in 2015. During the initial years, I worked closely with Capt. C. A. J. Vanderperre in Hong Kong for over four and a half years. Following the merger, I moved to Fleet Management in 2016, where I worked alongside Mr. Kishore Rajvanshy. These experiences gave me the opportunity to learn the nuances of ship management from two well-known and respected ship management leaders in the industry. In April 2023, I took on the role of CEO at Dockendale, where I continue to apply those learnings and build on them with our team.

What is the average age of vessels at Dockendale?

Most of our vessels range between 8 to 12 years.

- Less than 5 years old: 1.6%
- Between 5 and 10 years old: 57.8%
- Between 10 and 15 years old: 34.4%
- Between 15 and 20 years old: 6.3%

How does Dockendale manage talent acquisition, retention, and workforce well-being?

At Dockendale, we believe in a fair and ethical approach to hiring, and we place strong emphasis on skill development and long-term growth. Our focus is on building a culture where people feel valued, whether onshore or offshore. We invest in programs that encourage loyalty and help develop future-ready talent, which we see as key to sustainable success.

How will the new training center aid in the recruitment and retention of quality seafarers?

The new Dockendale Training Academy (DTA) will drive a safety-first culture across the organization. It will lead to how we train, mentor, and develop talent. All cadet and trainee programs will fall under DTA, enabling us to track progress and ensure continuous learning. More than technical training, it's about shaping future leaders with a mindset of safety, responsibility, and excellence from the start.

What is your take on Indian seafarers? What nationality of seafarers does Dockendale prefer?

At Dockendale, we work with a diverse crew, including Indian, Filipino, Sri Lankan, and Myanmar seafarers. Currently, around 70% of our crew comes from India, and our experience with Indian crew has been very positive. We are committed to further expanding our engagement with Indian seafarers, particularly for specialized vessels that require high-level skills.

How can the shipping industry expedite the inclusion of women in all ranks both onshore and aboard?

At Dockendale, we are proud to have 9 women seafarers in our fleet. To expedite the inclusion of women at all ranks, both onshore and aboard, it's essential to create a safe and respectful environment for their career development. We have taken proactive steps internally at DSM to drive this change. Inclusion should go beyond being an ESG initiative, it's about recognizing women as equals, assigning them the same responsibilities, and holding them to the same expectations as their male counterparts.

What are the new developments taking place at Dockendale that you are looking forward to the most?

We are focusing on advancing technology to enhance our operations. Additionally, we are investing in LNG DF PCTC crewing and training, ensuring we stay at the forefront of specialized vessel management. We are expanding

our presence in third-party ship management, which opens up new opportunities for growth and collaboration. These initiatives will drive our continued success and innovation in the industry.



As shipping moves toward decarbonization, what new skills and talent profiles will be in demand?

As the shipping industry moves toward decarbonization, the demand for new skills will grow. Crew members will need extensive classroom and simulator training before being deployed on vessels. Beyond technical training, it's important they understand why decarbonization matters. When the purpose and benefits are communicated clearly, through various forums, the change is more likely to be embraced than enforced. Once they understand and support the goal, the right habits and behaviors will follow naturally.

What are some key performance indicators (KPIs) you use to measure crewing effectiveness?

To gauge crewing effectiveness, we look at several key indicators. These include retention, both at the company and owner levels, average tenure, and diversity across our workforce. We also track training hours, LTIF (Lost Time Injury Frequency), rest hour compliance, and near-miss reports. Together, these KPIs help us monitor safety, development, and overall crew engagement.

What do you think is the precursor to having a safety conscious crew? What measures have been undertaken by Dockendale to ensure reinforcement of safety protocols?

A safety-conscious crew starts with the courage to say "no" to unsafe work. At Dockendale, we reinforce this through an open reporting culture, the use of stop cards for unsafe practices, and regular toolbox meetings onboard. We also have structured trainee support systems and place strong emphasis on continuous learning, sharing incident investigations and focusing training around real-world lessons to build awareness and

accountability at every level.

What steps does Dockendale take to mitigate risks related to the loading and unloading of dry bulk cargo, such as cargo shifting or contamination?

Managing dry bulk cargo operations safely is a critical priority at Dockendale. We have a dedicated operations team that guides our ship staff, and we regularly share lessons from past incidents to build awareness. Safety always comes before commercial pressure, and our crew is trained to escalate concerns to senior management when needed.

What are the measures Dockendale is taking to reduce GHG emissions and meet IMO's Net Zero GHG goal of 2050?

We're working with StormGeo on voyage optimization, installing scrubbers, training for LNG DF vessels, and implementing energy-saving devices.

What is your message for seafarers aspiring to join Dockendale?

Ship management is a serious business that demands dedication and focus. We look for individuals who understand the responsibility they carry and demonstrate resilience—people who never give up. Continuous learning is key, as there is never an age when upskilling stops. Above all, respect for your profession, community, and the organization you work for is essential.



CAPT. VIKRANT GUSAIN
CEO, Dockendale Ship
Management FZCO

YOUR FORECAST

The future belongs to those who believe in the beauty of their dreams



- BY RANI

Aries (Mar 21 – Apr 20)

Your self-expression is guiding you toward deeper connections and more fulfilling experiences. Nurture yourself and your relationships, remembering that giving and receiving are equally essential. Let your emotions flow freely, even in your professional life—they're part of what makes your journey meaningful. Now is a beautiful time to strengthen bonds with loved ones; even a short weekend getaway could rekindle trust and bring renewed closeness. Make space for introspection, clarity will emerge through honest self-reflection. Once you choose your path, commit to it fully; spreading yourself too thin may dilute your progress. Honor your emotions, they will lead you to true happiness.

Taurus (Apr 21 – May 21)

Your natural charm is drawing in new friendships and exciting opportunities. Step into collaborative projects that allow your leadership to shine, and don't hold back from sharing your unique perspective—it could spark meaningful growth for everyone involved. Your adaptability and quick thinking will help you navigate challenges, especially when working with diverse personalities. Seek out conversations that inspire and uplift, while also carving out moments of solitude to recharge. A solo journey may be just what you need—offering a chance to reconnect with yourself and discover new reserves of strength, both emotional and physical, along the way.

Gemini (May 22 – June 21)

Stability and abundance are well within reach—especially for those willing to take bold steps beyond their comfort zone. Prioritize what truly resonates with you, and make space for mindful self-care along the way. Your dedication is about to pay off, bringing meaningful rewards in both your personal and professional life. Just remember: both thrive best when given their own space. Strengthen your relationships by speaking from the heart and allowing authenticity to lead. Embrace opportunities for growth, and trust your intuition to guide you through key decisions. Now is the ideal moment to invest in your passions—whatever they may be.

Cancer (June 22 – July 22)

Your vibrant energy and enthusiasm will be magnetic, drawing fascinating people into your orbit. Dive into projects that inspire innovation—they'll boost your confidence and ignite your creative spark. Surround yourself with uplifting influences; books will become your trusted companions, offering wisdom, affirmation, and glimpses of your own strength. Be intentional about the energy you take in—it shapes your mindset and fuels your performance. Lean into your adventurous side—surprise and delight are waiting just around the corner. Let art open new doors, enriching both your personal journey and professional path. Keep your heart and mind open.

Leo (July 23 – Aug 23)

Trust your intuition, it's a powerful guide leading you toward transformative moments and fresh opportunities. Your emotional depth has the potential to deepen your relationships and foster truly meaningful connections. Engage in activities that challenge and inspire your creativity, allowing your imagination to flow freely. Embrace change with an open heart, knowing it's ushering in personal empowerment and growth. Be mindful of impulse spending—especially those tempting last-minute purchases. Stay open to collaborations that spark joy, particularly in artistic or creative spaces. Remember, you're on a journey of self-discovery, and there's no rush—every step forward counts.

Virgo (Aug 24 – Sept 22)

This is a vibrant season of creativity and meaningful collaboration. Your natural charm is drawing in fresh opportunities, so don't hold back—express yourself with authenticity. Be mindful of the opinions and energies around you; while some will uplift, others may weigh you down—discernment is key to protecting your mental and emotional well-being. Welcome change as a gateway to growth and exciting new horizons. Your diplomatic nature will deepen your connections, and trusting your instincts—especially in financial matters—will guide you wisely. You're stepping into a phase of lasting abundance and friendship. Take a moment to celebrate how far you've come; you're closer than ever to achieving your current goals. Move forward with confidence, and allow your persistence and dedication to bear fruit. Stay mindful of karmic balances—you'll find opportunities to bring closure, healing, and harmony where it's needed.

Scorpio (Oct 24 – Nov 22)

Prioritize rest and relaxation to recharge your vibrant, dynamic energy. Your natural confidence is uplifting—pair it with inclusivity to deepen and strengthen your relationships. Commit to ongoing personal growth to stay both intellectually stimulated and emotionally nourished. Thoughtful financial planning will help you enjoy life's pleasures with responsibility and balance. Embrace gratitude for the people and opportunities around you—it will enrich your sense of purpose and joy. Direct your ambition toward causes that truly resonate with you; now may be the perfect moment for introspection, giving you the clarity to sort through your thoughts and realign with what truly matters.

Sagittarius (Nov 23 – Dec 21)

Set clear, value-driven goals to cultivate a strong sense of purpose and fulfillment. Releasing emotional baggage creates space for freedom, healing, and personal growth. Protect your energy by establishing healthy emotional boundaries. Deepen your self-awareness through regular reflection—whether through journaling, meditation, or quiet contemplation—as it will guide you toward a clearer understanding of your future and your place within it. Recognizing that others may not feel as deeply as you do can open the door to greater empathy and connection. Prioritize rest and quality sleep; explore soothing rituals like aromatherapy or calming lavender teas.

Capricorn (Dec 22 – Jan 20)

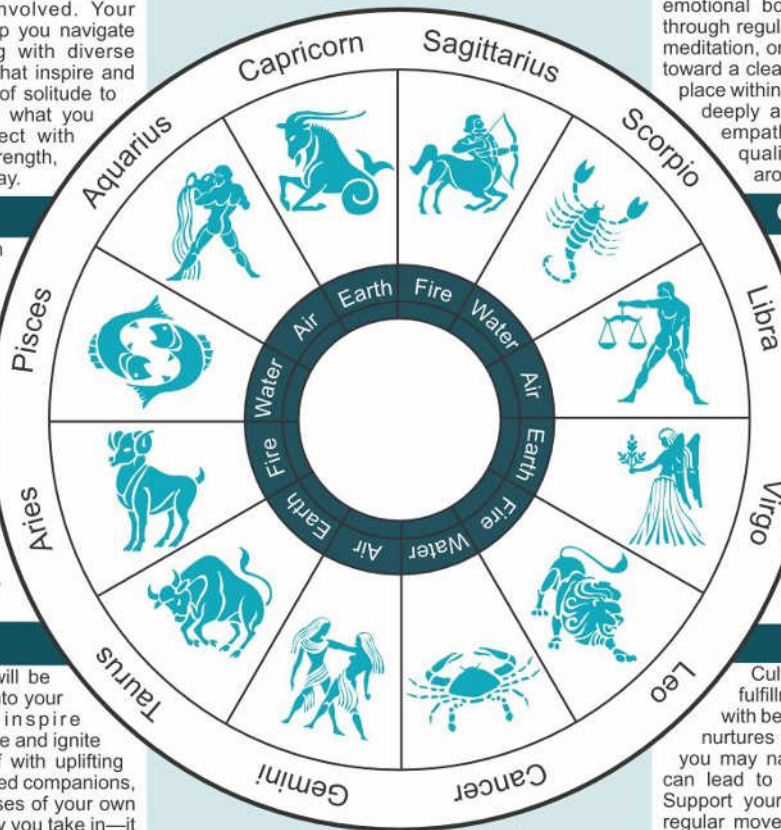
A structured routine can provide the grounding needed to balance your spontaneous spirit. Your curiosity is a powerful asset, but organizing and filtering information will help prevent the overwhelm that can lead to disruption. Channel your creativity into outlets that foster self-expression and innovation—perhaps it's time to return to the pen, brush, or wheel, or explore something entirely new. Reconnect with yourself through movement, meditation, or time in nature to maintain emotional and mental harmony. Strengthening your inner awareness will be essential—your diverse perspective is your greatest power.

Aquarius (Jan 21 – Feb 18)

Cultivating gratitude invites a deeper sense of fulfillment and inner peace. Surround yourself with beauty and harmony by creating a space that nurtures your spirit and reflects your values. While you may naturally seek stability, embracing change can lead to surprising and rewarding opportunities. Support your well-being with balanced nutrition and regular movement—your physical health plays a vital role in shaping your mood and mindset. Ground yourself through mindfulness or meditation to remain present and focused. When we become fully receptive to our surroundings, we begin to shape a life that aligns with our highest expectations and ambitions.

Pisces (Feb 19 – Mar 20)

Recognize and celebrate your achievements, no matter how small—they are the sparks that ignite motivation and drive personal growth. Strengthening your diplomatic skills will elevate both your social and professional relationships. True diplomacy lies in respectful, thoughtful communication—not in pretense. Commit to lifelong learning and regular self-reflection as pathways to continuous self-improvement. Build a solid foundation through consistent effort and strategic planning, while staying adaptable to welcome new opportunities. Make your well-being a priority by weaving relaxation and self-care into your daily routine, creating space for fresh, exciting ideas to flourish.



Libra (Sept 23 – Oct 23)

Practice mindfulness to stay grounded and manage stress with greater ease. Embrace lifelong learning—growth keeps your spirit engaged and your mind inspired. Whether it's a new course, a thought-provoking book, or a podcast that resonates, choose what aligns with your current energy and availability. While your analytical mind is a powerful tool, don't discount the quiet wisdom of your intuition—it often holds the key to meaningful insights and wiser decisions. Shift your perspective from what's lacking to what's already present; gratitude not only nurtures positivity but also invites more blessings into your life. Nurture deep, meaningful connections and trust in the magic of new beginnings. Be patient with the process—good things take time, and what unfolds is often more rewarding than you imagined.

(Disclaimer- The information and astrological interpretations in this magazine are purely for recreational reading. They are not meant to replace intelligent decision making on behalf of the reader, nor assume responsibility for the reader's life choices.)

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Evolution Of Transportation

In order to understand our history and the origins of everyday objects that we so easily take for granted, it is necessary to look into the etymology of inventions that drove these objects into mass consumption. The evolution of transportation is one such intriguing subject, it assists our comprehension of the evolution of human progress from the very beginning. Let us explore key milestones in the development of transportation, from the use of

domesticated animals as a mode of transport, to the creation of the wheel — and the eventual cars, trains, and airplanes, as we know them today.

• Genesis of Transportation

The initial mode of transportation known to man was the one given to us by nature - walking.

Around 4000 BCE (300,000 years after the first human being of our kind appeared on earth) a breakthrough happened with the domestication of animals that we could mount. Thus, horses, camels, and donkeys enabled humans to expedite transportation and trade.

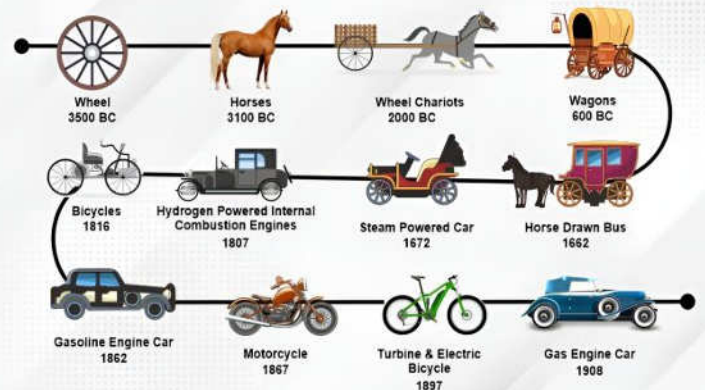
It's important to note that transportation did not begin with engines or tracks—it began with rivers and sails. Archaeological findings suggest that the earliest riverboats were created in Ancient Egypt around 3500 BC. Civilizations such as Ancient Egypt, Ancient Sumer, the Indus Valley, and Mesopotamia began utilizing wooden riverboats for trade between 4000 and 3000 BC.

The wheel was invented in Mesopotamia (modern-day Iraq) by the Sumerians around 4000-3500 BCE. It was initially crafted from wood, and led

to the development of animal-drawn vehicles, including horses and carriages. The wheel's invention paved the way for the creation of the first vehicles, such as the chariots in 2000 BC, which enhanced travel capabilities and fostered sophistication in trade.

Therefore, for a long time, developments in transportation were limited to increasing the efficiency and luxury of existing vehicles that were essentially powered by livestock. However, humanity's exploration of transportation began to be focused towards bulk operations as trade and travel continued to flourish, demonstrating an unforeseen rise in demand and opportunities.

• EVOLUTION •



• The Steam Revolution That Shook Humanity

The inaugural steam engine train was created in 1814. During the 1820s, the first contemporary trains were constructed utilizing steam locomotives, becoming means of transportation for numerous individuals.

The advent of large sailing vessels and boats facilitated maritime travel, but it was during the Industrial Revolution that the initial steamboats and motor-powered ships were created. The first steamboat was constructed in 1807 in the United States. The introduction of large steam-powered boats marked a pivotal advancement in transportation history, enabling individuals to travel and conduct trade over extended distances with increased efficiency. The first motor-powered ship emerged in the early 1900s, and these vessels became crucial for global trade.

A step further was taken in 1886 when Carl Benz created the inaugural automobile powered by a gasoline engine. As the automotive industry progressed, the first Ford vehicles were produced in the United States in 1908, marking the dawn of modern transportation.

• Dreams Take Flight

As humans mastered the roadways and the oceans, their ambitions soon turned upward. The horizon no longer marked the limit—innovation was ready to take flight. In 1902, the Wright Brothers created the first controlled, powered aircraft. This invention is regarded as a pivotal moment not just in the history of transportation but of the entire human race. The evolution of aircraft progressed significantly during World War II, which accelerated production rates. Following the conclusion of the war, the focus shifted towards the development of commercial aviation, culminating in the first inaugural commercial flight in 1952.

Conclusion

We can see that a trip down the pages of history can chart many adventurous routes that have been conveniently hidden under the roar of high-speed engines that dominate our lives today. But with a better understanding of transportation, it bears remembering that our next step and obligation is to take transportation towards a greener and more sustainable means of sustenance that can protect the environment as we enjoy the ride to the high road.

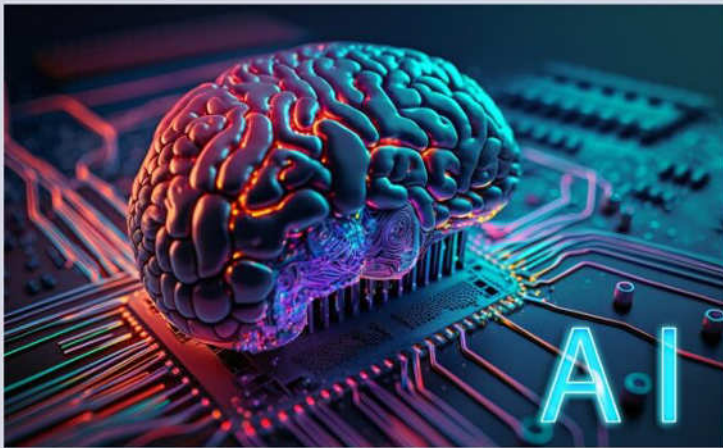
Bioethics And The Impact Of Artificial Intelligence

What is artificial intelligence?

Artificial intelligence (abbreviated as AI) is defined as technology designed to enable computers and machines to operate with intelligence.

People may have a lot of diverse perspectives on this technology. While some view it as a mechanism that eliminates time consuming processes, delivering results more efficiently and rapidly, others might see it as precursor to replacement of human labour and expertise. However, the fact remains that AI is capable of accurately interpreting external data, learning from that data, and applying its insights to accomplish specific objectives and tasks through adaptable methods.

In different walks of life, we can see the applications of artificial intelligence.



1. AI Automation: AI automation combines artificial intelligence with automation technologies to streamline and optimize processes. Example: predictive maintenance, content creation.

2. Machine learning & Vision: Machine learning and vision encompass the study of enabling computers to perform tasks through deep learning techniques, allow them to predict, analyze, and interpret visual data via cameras, and digital signal processing. Example: self-driving cars, medical imaging, Virtual Reality and Augmented Reality.

3. Natural Language Processing: Natural language processing involves the ability of computer programs to understand and manipulate human language, facilitating tasks such as spam detection and real-time language translation to enhance communication among individuals. Examples: virtual assistants, chatbots, language translation.

Challenges Of AI Through The Lens Of Bioethics: Bioethics emphasizes ethical principles and values within biological contexts.

While humans have invented numerous technologies, they have not previously had to consider the ethical implications of their own creations. AI, in its essence, is a projected intelligent being with tools of human rationale but lacks emotions and consciousness.

Major bioethical concerns surrounding AI:

1. Privacy and Data Protection

- **Issue:** AI in healthcare relies heavily on personal and often sensitive health data.
- **Concern:** How data is collected, stored, used, and shared raises concerns about confidentiality, informed consent, and data breaches.

2. Bias and Fairness

- **Issue:** AI systems can perpetuate or amplify existing biases if trained on unrepresentative or prejudiced datasets.
- **Concern:** This can lead to unequal treatment of patients based on race, gender, socio-economic status, etc.

3. Accountability and Responsibility

- **Issue:** When an AI makes a medical error or ethical misstep, who is to blame?
- **Concern:** Determining liability—whether it's the developer, the user, or the institution—is ethically and legally challenging.

4. Autonomy and Human Oversight

- **Issue:** Over-reliance on AI may undermine human judgment or patient autonomy.
- **Concern:** Patients should have the right to choose or reject AI-driven decisions in their care.

5. Access and Inequality

- **Issue:** Advanced AI tools might only be available to well-funded institutions or countries.
- **Concern:** This could widen health disparities between rich and poor communities or nations.

6. Dual-Use and Misuse

- **Issue:** AI developed for good can be repurposed for harm (e.g., genetic data used for discrimination).
- **Concern:** Ethical use policies are needed to prevent misuse.

Conclusion

AI developers have acknowledged the necessity of equipping AI with the capacity for discernment to prevent it from engaging in actions that could lead to unintended harm.

From this viewpoint, it becomes evident that AI has the potential to adversely affect individuals and society at large; therefore, establishing a bioethics framework for AI is crucial to ensure that it remains aligned with its intended purpose and does not operate independently in a manner that diverges from its original design. AI is an integral part of our reality and it is a caution that computers cannot make significant decisions on our behalf, as machines will never embody human traits such as compassion and moral judgment. AI will always lack genuine human emotions and the ability to empathize. Consequently, the advancement of AI technology must be approached with great care.



Marine Insights

UNDERSTANDING EPIRB – AN INDISPENSABLE SURVIVAL DEVICE

At sea, where communication is often limited and danger can strike without warning, a single device can mean the difference between life and death: the Emergency Position-Indicating Radio Beacon, or EPIRB. This beacon plays a vital role in alerting search and rescue (SAR) services when a maritime emergency occurs, helping to locate vessels, lifeboats, or individuals in distress through satellite communication. EPIRBs equipped with GPS receivers—sometimes referred to as GPIRBs—provide even faster and more accurate location tracking, giving rescuers a better chance of finding you quickly.

Purpose and Usage

An EPIRB is used strictly for emergency situations. Once activated, it transmits a distress signal to a global search and rescue network. This signal contains vital information including the vessel's identity, location, and the nature of the emergency. Each EPIRB must be registered with national SAR authorities, which allows false alerts to be quickly verified or dismissed and ensures that rescue efforts are directed efficiently.

It's important to note that the EPIRB is considered a **secondary** means of distress alerting, intended to back up primary systems such as marine radios. However, in a worst-case scenario—like a sinking vessel or a medical emergency onboard—it can be a lifeline. Maritime regulations often require at least one EPIRB to be carried on all vessels, with some requiring two, especially if the ship is registered or operates in high-risk zones.

When to Activate an EPIRB

An EPIRB should only be activated in life-threatening situations at sea. These might include the vessel capsizing, uncontrollable flooding, onboard fires, or medical emergencies where immediate assistance is required. Because activation signals a serious distress scenario, false alarms can result in misallocated rescue efforts and must be reported immediately to the nearest Rescue Coordination Center (RCC) and national authorities.

Types of EPIRBs

EPIRBs fall into different categories based on the technology and frequency band they use. The most common are COSPAS-SARSAT EPIRBs, which operate on the internationally recognized 406.025 MHz frequency. These work in all sea areas and are part of a global satellite search and rescue system developed by countries including the U.S., Russia, Canada, and France.

Other variants include INMARSAT E EPIRBs, which use a 1.6 GHz band and are suitable for certain sea zones, and VHF CH 70 EPIRBs, operating on 156.525 MHz, which are restricted to coastal areas. While the older 121.5

MHz beacons were once standard, they are no longer monitored by satellites due to their limitations. Instead, mariners are encouraged to switch to modern 406 MHz beacons, which provide digital encoding, better accuracy, and identification capabilities.

How EPIRBs Work

When activated, an EPIRB sends a signal containing a unique identifier known as a UIN (Unique Identifier Number or Hex ID). This ID is programmed at the factory and links the beacon to its registered vessel. The beacon transmits its signal via satellite—specifically through the COSPAS-SARSAT system—to a network of ground stations called Local User Terminals (LUTs). These terminals analyze the signal's frequency shift using the Doppler Effect to determine the beacon's location, even if GPS data isn't included.

The alert is then passed on to a Mission Rescue Coordination Centre (MRCC), which initiates and oversees the rescue operation. Beacons with GPS functionality further enhance accuracy, reducing the search area to as little as 100 meters and significantly shortening the time needed to detect a distress call—from nearly an hour down to a minute in ideal conditions.

Activation Methods and Categories

EPIRBs are divided into two main categories based on how they are activated. **Category I EPIRBs** are housed in automatic-release brackets that deploy the device when submerged in water, typically at a depth between 1.5 and 4 meters. These are essential for situations where there's no time for manual activation.

Category II EPIRBs, in contrast, require manual activation by pressing a button. These are usually installed in accessible locations on the vessel, either above or below deck. There is also a Class 3 EPIRB used in countries like Australia and New Zealand, which is water-resistant but not water-activated—meaning it must be turned on manually, even when submerged.





Marine Insights

Battery Life and Replacement

EPIRBs are powered by onboard batteries designed to last a minimum of 48 hours in continuous transmission mode. The expiry date of the battery is printed on the device and should be checked regularly. Typically, batteries need replacement every two to five years. After an actual emergency use, or if the EPIRB fails a self-test, it must be returned to an authorized service agent for inspection and battery replacement.



Brackets and Safety Features

EPIRBs are secured in either Category I or II brackets. Category I brackets not only protect the device from weather and UV rays but also include a Hydrostatic Release Unit (HRU) that must be replaced every 24 months. Both bracket types often include water sensors to prevent false alarms and allow for manual activation as long as the antenna can transmit skyward.

Testing and Maintenance

Routine testing ensures your EPIRB will function properly when needed. A monthly test can be performed by pressing the test button and observing a series of light flashes. The device should switch off automatically after about 60 seconds. In addition to testing, it's crucial to visually inspect the EPIRB for cracks or damage, ensure switches are operational, and that the lanyard is properly secured within its container.

Cleaning the beacon with a dry cloth and checking the battery's expiry date before each voyage is recommended. If the beacon does not pass its test, it should be sent to a qualified service agent immediately.

False Alerts and What to Do

Accidental activation can trigger an international rescue effort and waste valuable resources. If a false alert occurs, contact the nearest RCC without delay and inform them of the mistake. Additionally, notify the appropriate maritime authority and your ship's agent. Ensuring your EPIRB is securely stored and not exposed to water when not in use helps prevent such incidents.

Return Link Service (RLS)

Modern EPIRBs may include Return Link Service (RLS) capability. When

activated, these EPIRBs receive a confirmation signal from the Galileo satellite network, indicated by a flashing blue LED light. This feature confirms that your distress signal and location have been received and acknowledged by SAR authorities, providing a much-needed reassurance during a maritime emergency.

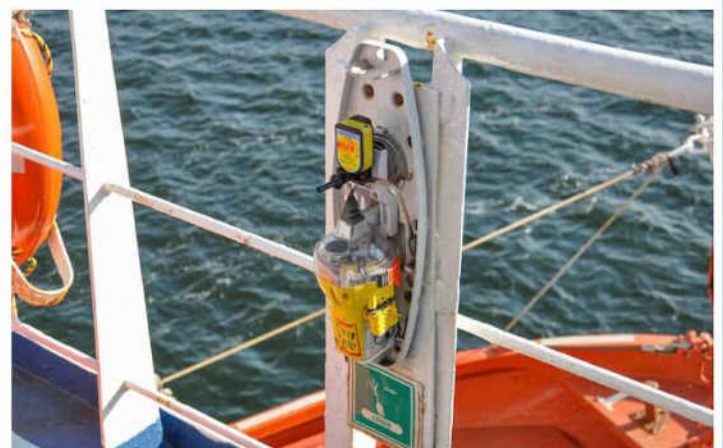
Registration and Renewal

Every EPIRB must be registered with your country's relevant authority. Registration links the beacon to your vessel and provides SAR teams with critical information. If your contact details change or if you sell the beacon, the registration must be updated accordingly.

For recreational vessels, registration typically needs to be renewed every two years. Many countries offer convenient online systems for registration updates. There are no subscription or usage fees, and rescues initiated by a beacon activation are often provided free of charge in many jurisdictions.

EPIRBs vs. PLBs

While similar in function, EPIRBs and Personal Locator Beacons (PLBs) serve different roles. EPIRBs are intended for vessels and have longer battery life (minimum 48 hours), while PLBs are smaller, registered to individuals, and transmit for a minimum of 24 hours. PLBs can be used both at sea and on land and are ideal for crew members, solo sailors, or even hikers in remote locations.



Conclusion

The EPIRB is more than just a piece of equipment—it's a potential lifesaver. Ensuring it is properly registered, regularly tested, and correctly mounted can make all the difference in a maritime emergency. While we all hope never to need it, having a well-maintained EPIRB aboard gives every seafarer peace of mind, knowing that help is just a signal away.

(Disclaimer: All data and information provided in this article is for informational purposes only. SEAANDJOB takes no responsibility as to the accuracy, completeness, correctness, suitability or validity of this information and will not be liable for any errors or omissions in this information, or any ramifications arising from its display or use.)

NEWS UPDATE FOR ONBOARD CREW

POPE LEO XIV: ROBERT FRANCIS PREVOST BECOMES THE FIRST AMERICAN POPE IN CATHOLIC CHURCH HISTORY



Cardinal Robert Prevost was elected as the first US-born pontiff and will be known as Pope Leo XIV. The 69-year-old from Chicago stepped into his role as the 267th pope on the balcony of St. Peter's Basilica, addressing thousands of cheering Catholics with the words: "Peace be with you all." Father Mark Francis — a friend who attended the same seminary as Pope Leo XIV in the 1970s — said the pontiff's roots in the Midwest played a large role in shaping him as a religious leader. Francis, describes Pope Leo as serious, focused, and dependable, with a good sense of humor. "He's not a showboat kind of person," he said.

"Bob," as Francis has called him for the past several decades, never mentioned wanting to become pope, he said, or any of the leadership positions he went on to assume. "He is a calm person who is not a careerist, is not just seeking a promotion — but someone who's there to serve."

Francis, who grew up in the Chicago area as well, characterized

the Chicago church as "forward-looking," with a strong desire for women to be more involved in the church. "I think that is a hallmark of my ministry, and I also believe of Pope Leo's ministry as well: a respect for women and a respect for their voice." Rev. John Lydon and the new pope were undergrads together at Villanova then crossed paths again in Peru.

Lydon noted the pope's internationalism: "There's a way of thinking that's not the same way of thinking in other parts of the world, so that's one thing I caution Americans to think: He's not an American pope, he's a pope who happened to be born in the United States."

Peggy Wurtz, who grew up in Dolton, Illinois, and went to Catholic school with Pope Leo, said his family was always pious. "He was super smart and super quiet. There isn't a bad thing you can say about him. He is pure, this guy was destined to be pope," she said in a phone interview.

TRUMP URGES INDIA-PAKISTAN ATTACKS TO STOP

US President Donald Trump said he wants to see India and Pakistan stop the ongoing tension. "It's so terrible. My position is that I get along with both. I know both very well and I want to see them work it out. I want to see them stop. Hopefully, they can stop now as they have gone tit-for-tat. So hopefully they can stop now. If I can do anything to help, I will be there," Trump said.

Donald Trump's fresh reaction came a day after India launched Operation Sindoor targeting nine terrorist bases inside Pakistan and Pakistan-occupied Kashmir in a tri-service operation. Donald Trump was one of the first world leaders to react to the operation. "We just heard about it as we were walking through the doors of the Oval. They've been fighting for a long time. I just hope it ends very quickly," Trump said earlier. "I guess people knew something was going to happen based on a little bit of the past," Trump said.

US Secretary of State Marco Rubio issued a statement saying that

the US was monitoring the situation. Rubio was briefed by Indian NSA Ajit Doval soon after the operation was launched. The White House later said Rubio spoke with his counterparts from India and Pakistan, encouraging both sides to engage in discussions to settle an escalating military confrontation. "He is encouraging India and Pakistan to re-open a channel between their leadership to defuse the situation and prevent further escalation," told US National Security Council spokesman Brian Hughes in a statement.

The US Mission issued a travel advisory for Pakistan advising the US citizens to not travel to Pakistan. "We are aware of reports of military strikes by India into Pakistan. This remains an evolving situation, and we are closely monitoring developments. US citizens are reminded of the 'Do Not Travel' advisory for areas in the vicinity of the India-Pakistan border and the Line of Control due to terrorism and the potential for armed conflict, and the US Department of State's 'Reconsider Travel' advisory for Pakistan generally," it said.

RUSSIA SAYS 60,000 AIR PASSENGERS STRANDED AFTER UKRAINIAN DRONE ATTACKS

At least 60,000 passengers have been stranded at airports across Russia because of a massive Ukrainian drone attack, local officials say. Russia's Association of tour operators (Ator) says 350 flights have been affected in Moscow, St Petersburg, Sochi and several other cities. The Russian defence ministry says 524 Ukrainian drones were destroyed in the past 24 hours — a record number if confirmed. No casualties were reported. Ukraine says an overnight Russian drone and missile attack killed two people in Kyiv. The barrage of strikes came as a self-declared Russian three-day ceasefire was set to begin on, ahead of a World War Two victory parade in Moscow. Kyiv has repeatedly rejected the truce idea as "theatrical play", reiterating its call for an unconditional 30-day ceasefire, which is also supported by

Ukraine's allies in Europe and the US.

Russia has issued a set of tough pre-conditions for any possible settlement — a move described by Ukraine and many European politicians as an attempt to prolong the fighting and eventually force Kyiv to capitulate. US Vice-President JD Vance said "we think they [Russians] are asking for too much", in an apparent hardening of his stance towards Moscow.

"It's very important for the Russians and the Ukrainians to start talking to one another," Vance added. He also took a far less strident tone towards Europe than he has in recent months, saying "I do still very much think the US and Europe are on the same team".

WHAT IS THE US-UK TARIFF DEAL?

The UK and the US have reached a deal over tariffs on some goods traded between the countries. President Donald Trump's blanket 10% tariffs on imports from countries around the world remains in place and still applies to most UK goods entering the US. But the deal has reduced or removed tariffs on some of the UK's exports, including cars, steel and aluminum.

Here's an at-a-glance look at what's in the deal: Trump declared on social media this announcement would be a "major trade deal" - it's not. He does not have the authority to sign the type of free-trade agreement India and the UK finalized earlier this week - this lies with Congress. Congress would need to approve a trade agreement, which would take longer than the 90-day pause in place on some of Trump's tariffs. This is an agreement which has reversed or cut some of those tariffs on specific goods. There will be months of negotiations and legal paperwork to follow.

Car tariffs cut to 10%

Trump had placed import taxes of 25% on cars and car parts coming into the US on top of the existing 2.5%. This has been cut to 10% for a maximum of 100,000 UK cars, which matches the number of cars the UK exported last year. But any cars exported above that 100,000 will be subject to a 27.5% import tax. Cars are the UK's biggest export to the US - worth about £9bn last year. Car industry leaders have told the quota could effectively put a ceiling on the number they can export competitively. The UK currently imposes a 10% on US car imports, but it is not yet clear if there had been any change to this. The US has previously demanded the import tax be cut to 2.5%, and Chancellor Rachel Reeves has indicated she is open to such a cut. Trump also announced that Rolls Royce engines and plane parts will be able to be exported from the UK to the US tariff-free. He also said the UK was buying \$10bn worth of Boeing planes from the US.

No tariffs on steel and aluminium

A 25% tariff on steel and aluminium imports into the US that came into effect in March has been scrapped as part of this deal. This is huge news for firms such as British Steel which was brought under government control as it struggled to stay operational. The UK exports a relatively small amount of steel and aluminium to the US, around £700m in total.

However, the tariffs also cover products made with steel and aluminium, including things such as gym equipment, furniture and machinery. These are worth much more, about £2.2bn, or about 5% of UK exports to the US last year. It is not yet clear whether the scrapping of tariffs will apply to steel derivative products and whether only steel melted and poured in the UK will benefit.

Pharmaceuticals still the big unknown

What will be agreed on pharmaceuticals is still unknown. "Work will continue on the remaining sectors - such as pharmaceuticals and remaining reciprocal tariffs," a statement from the UK government said. Most countries, including the US, imposed few or no tariffs on finished drugs, as part of an agreement aimed at keeping medicines affordable.

Pharmaceuticals are a major export for the UK when it comes to US trade - last year sales of medicinal and pharmaceutical products were worth £6.6bn (\$8.76bn) making it the UK's second-biggest export to the US. It's also America's fourth biggest export to the UK, valued at £4bn (\$5.3bn) last year.

No change on digital services tax

There was no change to the UK's 2% digital services tax on US firms in this deal, despite reports there could be. Businesses that run social media, search engines or online marketplaces pay this tax which applies to revenues derived from UK users. Firms only have to pay it if they raise more than £500m in global revenues and £25m from UK users annually. But this is a threshold easily met by US tech giants like Meta, Google, Apple. The UK reportedly netted nearly £360m from American tech firms via the tax in its first year. Instead of any change to the digital services tax the UK and US had "agreed to work on a digital trade deal", the UK government said.

It said this would "strip back paperwork for British firms trying to export to the US - opening the UK up to a huge market that will put rocket boosters on the UK economy".

No drop to food standards

The UK has removed tariffs on American beef and other agricultural products, Trump said. UK farmers have also been given a tariff free quota for 13,000 metric tonnes of exports, which trade ministers said was the "first time" British farmers had been given this kind of deal. There will be no weakening of UK food standards on imports, the UK government statement said. Many American farmers use growth hormones as a standard part of their beef production, something that was banned in the UK and the European Union in the 1980s. The US has previously pushed for a relaxation of rules for its agricultural products, including beef from cattle that have been given growth hormones. This is an area where the UK has chosen alignment with EU - and the forthcoming "Brexit reset" with the EU - over the US.

The tariff on ethanol which is used to produce beer coming into the UK from the US has also been scrapped. "They'll also be fast tracking American goods through their customs process, so our exports go to a very, very quick form of approval, and there won't be any red tape," Trump said.

LA 28 OLYMPIC OPENING CEREMONY TO BE HELD IN TWO STADIUMS

Los Angeles will become the first city to incorporate two stadiums into an Olympics opening ceremony when it hosts the Games in 2028. Both the Los Angeles Memorial Coliseum and the SoFi Stadium will host the event on 14 July 2028, organizers of LA28 have confirmed.

The Coliseum, which was used at the 1932 and 1984 Olympics, also hosts the closing ceremony on 30 July and becomes the first venue to hold events across three Games. The SoFi Stadium, home to NFL

sides the Los Angeles Rams and Los Angeles Chargers, will host the Paralympics opening ceremony on 15 August with the event closing at the Coliseum on 27 August.

"The venues selected for the 2028 opening and closing ceremonies will highlight Los Angeles' rich sporting history and cutting-edge future, showcasing the very best that LA has to offer on the world stage," LA28 chair Casey Wasserman said.



"These two extraordinary venues will create an unforgettable experience, welcoming fans from across the globe to an Olympic and Paralympic Games like never before and concluding what will go down as one of the most-incredible Games in history."

Details of the opening ceremony, including how the two stadiums will be used, are yet to be confirmed. The Coliseum, which is home

to Collegiate American football side the USC Trojans, will hold the track and field events during the first week at the Olympics. The SoFi Stadium is set to host the swimming competitions in week two. A number of sports have been reinstated at the Olympics in Los Angeles following an absence from the Games, including cricket, lacrosse and squash, while flag football will make its debut.

WHAT WE KNOW ABOUT INDIA'S STRIKES ON PAKISTAN AND PAKISTAN-ADMINISTERED KASHMIR

Two weeks after a deadly militant attack on tourists in Indian-administered Kashmir, India has launched a series of strikes on sites in Pakistan and Pakistan-administered Kashmir.

The Indian defence ministry said the strikes - named "Operation Sindoor" - were part of a "commitment" to hold "accountable" those responsible for the 22 April attack in Pahalgam, Indian-administered Kashmir, which left 25 Indians and one Nepali national dead.

But Pakistan, which has denied any involvement in that attack, described the strikes as "unprovoked", with Prime Minister Shehbaz Sharif saying the "heinous act of aggression will not go unpunished".

Sharif said the Pahalgam attack "wasn't related" to Pakistan, and that his country was "accused for the wrong" reasons.

Pakistan's military said at least 31 people were killed and 57 injured in the strikes on Tuesday night. India's army said at least 15 civilians were killed and 43 injured by Pakistani shelling on its side of the de facto border. Pakistan's military says it shot down five Indian aircraft and a drone. India has yet to respond to these claims. Sharif said the air force made its defence - which was a "reply from our side to them".

Where did India hit?

Delhi said in the early hours, nine different locations had been targeted in both Pakistan-administered Kashmir and Pakistan.

It said these sites were "terrorist infrastructure" - places where attacks were "planned and directed".

It emphasised that it had not hit any Pakistani military facilities, saying its "actions have been focused, measured and non-escalatory in nature".

In the initial aftermath of the attacks, Pakistan said three different areas were hit: Muzaffarabad and Kotli in Pakistan-administered Kashmir, and Bahawalpur in the Pakistani province of Punjab. Pakistan's military spokesperson, Lt Gen Ahmed Sharif, later said six locations had been hit.

Pakistan's Defence Minister Khawaja Asif in the early hours that the strikes hit civilian areas, adding that India's claim of "targeting terrorist camps" was false.

Why did India launch the attack?

The strikes come after weeks of rising tension between the nuclear-armed neighbours over the shootings in the picturesque resort town of Pahalgam.

The 22 April attack by a group of militants saw 26 people killed, with survivors saying the militants were singling out Hindu men.

It was the worst attack on civilians in the region in two decades, and the first major attack on civilians since India revoked Article 370, which gave Kashmir semi-autonomous status, in 2019.

Following the decision, the region saw protests but also witnessed militancy wane and a huge increase in the number of tourists.

The killings have sparked widespread anger in India, with Prime Minister Narendra Modi saying the country would hunt the suspects "till the ends of the Earth" and that those who planned and carried it out "will be punished beyond their imagination". However, India initially did not name any group it believed was behind the attack in Pahalgam.

But Indian police alleged that two of the attackers were Pakistani nationals, with Delhi accusing Pakistan of supporting militants - a charge Islamabad denies. It says it has nothing to do with the 22 April attacks.

On 7 May, Indian Foreign Secretary Vikram Misri said Pakistan-based Lashkar-e-Taiba militant group carried out the attack. In the two weeks since, both sides had taken tit-for-tat measures against each other - including expelling diplomats, suspending visas and closing border crossings. But many expected it would escalate to some sort of cross-border strike - as seen after the Pulwama attacks which left 40 Indian paramilitary personnel dead in 2019.

Why is Kashmir a flashpoint between India and Pakistan?

Kashmir is claimed in full by India and Pakistan, but administered only in part by each since they were partitioned following independence from Britain in 1947.

The countries have fought two wars over it.

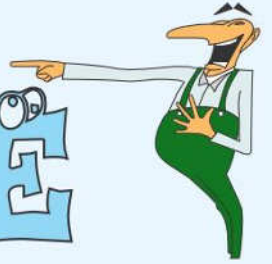
But more recently, it has been attacks by militants which have brought the two countries to the brink. Indian-administered Kashmir has seen an armed insurgency against Indian rule since 1989, with militants targeting security forces and civilians alike. In 2016, after 19 Indian soldiers were killed in Uri, India launched "surgical strikes" across the Line of Control - the de facto border between India and Pakistan - targeting militant bases.

In 2019, the Pulwama bombing, which left 40 Indian paramilitary personnel dead, prompted airstrikes deep into Balakot - the first such action inside Pakistan since 1971 - sparking retaliatory raids and an aerial dogfight. Neither spiralled, but the wider world remains alert to the danger of what could happen if it did. Attempts have been made by various nations and diplomats around the world to prevent this.

UN Secretary-General António Guterres quickly called for "maximum restraint" - a sentiment echoed by the European Union and numerous countries, including Bangladesh. British Prime Minister Keir Starmer urged "dialogue" and "de-escalation".



SMYL ZONE



Diner: I refuse to eat this steak! Call the manager.



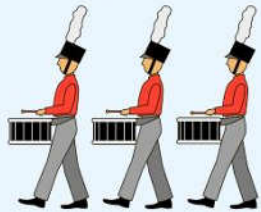
Waiter: It's no use. He won't eat it either.

Movie Theater Ticket Seller: Sir, that's the sixth ticket you've bought.



Robert: I know. That guy by the rope keeps tearing them up.

Customer: Will the band play anything I ask them to?



Band Leader: Sure.

Customer: Then ask them to play chess.

Boss: What were you before you started working here?



Jamie: Happy.

Chad: At times like this I wish I'd listened to what my dad always said.



Rad: What did he say?

Chad: I don't know. I was not listening.

Mom: Noah, why are you so upset?



Noah: I just got an invitation to a birthday party. It says 4-7 and I can't go because I'm eight!

Aiden was playing ball in his aunt's house when he missed and broke the vase that was on the mantle.



"Do you realize that vase was from the seventeenth century?" his aunt said. "It was over 300 years old!" "Oh thank God," Aiden said, "I was afraid it was new."

It was Daddy's turn to read bedtime stories to his four-year-old son.



After about 20 minutes, Mom called up the stairs, "Is he asleep?" The little boy answered, "Yes, finally."

Mom: How was your first day of school, Danny?



Danny: Oh, not so good. The teacher said, "Danny, I want you to sit here for the present." So, I did. All day. And I never got the present!

Teacher: Joey, if you had twenty dollars in your front pocket, thirty dollars in your back pocket, and fifty dollars in your side pocket, what would you have?



Joey: Someone else's pants!

Mikey: Can you write your name, Dad?



Dad: Where do you want me to write?

Mikey: Your name on this report card.

Candy: Did you have any trouble with the test questions?



Andy: Not at all. It was the answers that were a pain.

Teacher: Do you think you can sleep in my class?



Student: I could if you wouldn't talk so loud.

Alex: Dad, could you please do my math homework?

Dad: No, it wouldn't be right.

Alex: Oh, you don't understand it either?



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Seven Islands Shipping Limited

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MMS Maritime (India) Pvt. Ltd.

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TRISTARR

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 **A**

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For all shore jobs please send resume to hr@tristarr-maritime.com

RPSL-MUM-162133 | D.O.I. 12/01/2023 | D.O.E. 12/01/2028
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Contact Details:

Mr. Satish Kadam

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Tangar

Licence No.:RPSL-MUM-200
Issue Date: 02.11.2011 | Valid Till: 07.01.2027

SHORE JOB REQUIREMENTS:

MARINE SUPERINTENDENT

Master Mariner with sailing experience on LPG Carriers.

TECHNICAL SUPERINTENDENT

CE with sailing experience on LPG.

ACCOUNTS & FINANCE HEAD

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- | | |
|-----------------------|--|
| › Masters | › Chief Engineers |
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Website : www.suntech-maritime.com

License No. RPSL - MUM - 320 | DOI : 20.08.2024 | DOE: 20.08.2029

Log on to : www.seajob.net



Blackhull

MARITIME SERVICES PRIVATE LIMITED

RPS License No : MUM - 486 | Issue Date : 30-05-2018 & Valid Till : 02-05-2028 | CIN : U74120MH2016PTC273272 | ISO 9001:2015 Certified by IRQS | MLC 2006

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FOR CONTAINER VESSEL:

- MASTER
- CHIEF OFFICER
- 2ND OFFICER
- CHIEF ENGINEER
- 3RD ENGINEER
- ETO

FOR TANKERS:

- 3RD ENGINEER
- 3RD OFFICER
- BOSUN
- FITTER
- AB
- OILER

FOR BULK:

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- BOSUN, FITTER, AB, OILER

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- **Chief Engineer** for Oil/Chemical, Bulk, Container (ME/RT Flex Exp. preferred)
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RPSL NO: 142, Valid from 9th Aug 2024, Valid until 9th Aug 2029.

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RPSL-MUM-125 | DOI: 08-04-2021 | DOE: 08-04-2026

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- | | |
|---|---|
| + MASTER / CHIEF ENGINEER
(minimum 12 months rank experience) | + ETO FOR TANKERS
(with Adequate rank experience with COC) |
| + 2ND OFFICERS / 3RD OFFICERS
(minimum 12 months rank experience) | + CHIEF OFFICER / 2ND ENGINEER
(minimum 12 months rank experience) |
| + JUNIOR OFFICERS
(minimum 12 months rank experience) | + 3RD ENGINEERS / 4TH ENGINEERS
(minimum 12 months rank experience) |

RATINGS:

**BOSUN, AB, PUMPMAN,
FITTERS & CHIEF COOK**
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ETO
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Email : all.users@kslsmumbai.com

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RPSL - Mum-065 / Date of Expiry 01 Sept 2026
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Tel : +91-22-61538100
Email : ksms@ksmsindia.com and manning@ksmsindia.com
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- ⇒ Should have previous experience in Crewing Operations.
- ⇒ Previous experience as a Personnel Officer or a similar role with strong organizational & communication skills.
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- ⇒ Previous experience as a Crew Administration Officer or a similar role in Crewing Documentation.
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Electrical Officer

CONTAINER VESSEL

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MR TANKERS (vessel age is 5 years old)

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RPSL : MUM 201
Valid Till : 27-07-2026

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Website: www.shanshipmanagement.com

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DECK FITTER, CHIEF ENGINEER,
2ND ENGINEER, 3RD ENGINEER,
4TH ENGINEER, MOTORMAN, ENGINE FITTER.

CRUDE OIL TANKER | OIL - CHEMICAL TANKER
PRODUCT TANKER | VLGC

SHORE JOB OPPORTUNITIES

URGENT REQUIREMENTS:

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Safety & Quality Manager

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Wilhelmsen

Ship Management

RPSL-MUM-018 | DOI: 14.10.2020 | DOE: 14.10.2025



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CHIEF OFFICER (Port Headland Exp.)
2ND ENGINEER (ME Exp.) | ETO

REQUIREMENTS FOR SELF-UNLOADER

CHIEF OFFICER (with US Visa)

REQUIREMENTS FOR LPG (PREFERRED WITH US VISA)

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2ND ENGINEER | ETO | FITTER

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CHIEF OFFICER | 2ND ENGINEER

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Website: www.wilhelmsen.com



YUAM Crew Management Private Limited

RPSL-MUM-161 | DOI - 04.02.2025 | DOE - 04.02.2030

URGENT REQUIREMENTS FOR FOLLOWING OFFICERS FOR MR TANKER (FLAG: LIBERIA)

- | | |
|-----------------|------------------|
| » Master | » Chief Engineer |
| » Chief Officer | » 2nd Engineer |
| » 2nd Officer | » 3rd Engineer |
| » 3rd Officer | » 4th Engineer |
| | » ETO |

Experience : Minimum 12-24 months, preferably on
MR tankers with Commonwealth
COC, valid Oil & Chemical DC.

WE REQUIRE EXPERIENCED CANDIDATES FOR OIL/PRODUCT & BITUMEN TANKERS (4,000 TO 35,000 DWT)

VESSEL ROUTE: FAR EAST/GULF

- | | |
|-------------------------|------------------------|
| » Master- URGENT | » Chief Engineer |
| » Chief Officer- URGENT | » 2nd Engineer- URGENT |
| » 2nd Officer- URGENT | » 3rd Engineer |
| » 3rd Officer | » 4th Engineer |
| | » ETO/EO |

Requirement: Commonwealth COC

PLEASE FORWARD YOUR CVs TO :

YUAM Crew Management Private Limited

B-710, 7th Floor, Bonanza, Sahar Plaza Complex,
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FOR LPG/VLGC, SUEZMAX AND TANKERS

For Specific Ranks

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2/O, 3/O, Jr. officer	Ms. Shikha Sharma - 7710010159 shikhasharma@sishipping.com	3/E, 4/E, Jr. Engg, Pumpman, Fitters	Mr. Alston - 7208911344 alston@sishipping.com
Back Up All Ranks	Mr. Dilip Pandit - 8655797742 dilippandit@sishipping.com	Oiler, Wiper, AB, OS, Cook, GS	Mr. Yogesh Gawde- 8655686476 yogeshgawde@sishipping.com

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CONTACT PIC: Mr. Sydney Lobo / Capt. Vaibhav D. Gaikwad | +91-22-4225-4225 | manning@sishipping.com | www.sishipping.com

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- ✚ VESSEL REGISTRATION

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- ✚ FRAMO
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KALYUG TRAINING SERVICES PVT. LTD.

Shelton Sapphire, 807, 8th Floor, Plot No. 18/19, Sector 15, CBD Belapur, Navi Mumbai - 400614.
Tel: 9076477042 / 8850152547 | Email: info@kalyugtraining.com | Web: www.kalyugtraining.com



MARLOW NAVIGATION INDIA PVT. LTD.

RPS License No. MUM-054 | Valid From: 17/12/2021 | Valid Till: 17/12/2026

REQUIREMENTS

- » **Urgent Requirement for our Geared Bulk Vessels:**
Chief Engineer / Chief Officer / Second Engineer
(with valid USA visa)
ETO (with Crane & Grab experience; valid USA visa)

SHORE JOBS

- » **Accounts Assistant – Mumbai Office**
Qualification – Commerce Graduate
Experience – More than 3 years in Accounts
Language Proficiency – English
Skills – Fair knowledge of MS OFFICE
- » **Seafarer Documentation cum Office Admin – Chennai Office**
Qualification – Graduate
Experience – 2 years in a ship management company who liaise with seafarers
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Fax: +91 22 66982210
Website: www.marlow-navigation.com
Crewing: hrsea.mni@marlowgroup.com
Business: info.mni@marlowgroup.com

WE DO NOT HAVE ANY AGENTS OR BROKERS ACTING ON BEHALF OF OUR COMPANY.

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RPSL-MUM-030
Issue date: 20.04.2021
Valid till: 20.04.2026



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Tel: +91-22-40372221 / 22, +91-22-40502100
Fax: +91-22-28234987

Email: mumbai@damicoishima.com
Please forward your CV on:

crew.in@damicoishima.com, hrsea@damicoishima.com,
crewing@damicoishima.com

DELHI OFFICE:

JA 912 & 914, 9th Floor, DLF Tower A,
Jasola District Centre, New Delhi - 110025.
Tel: +91-11-41658541 / 46075160
Email: delhi@damicoishima.com

Please forward your CV on:

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FOR OUR TANKER FLEET OF IMO TYPE II & III / PRODUCT TANKERS, CHEMICAL TANKERS

Master (with 20-24 months Tanker experience),

Chief Officer (12 months Tanker experience),

Chief Engineer (with ME Electronic Engine experience),

Third Officer (with 12 months Rank experience holding valid
documents and management level DCE Oil / Chemical),

2nd Engineer (Rank Experience of 12 Months Tanker experience),

3rd Engineer (with 12 months Rank experience holding valid
documents and management level DCE Oil / Chemical),

4th Engineer (with 12 months Rank experience holding valid
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- Technical performance investigations to improve the efficiency of the entire fleet operated by d'Amico Shipping Group.
- Delivering vessel and fleet performance fact-based analyses and recommendations using our in-house vessel performance systems/external systems.
- Collect and analyse sustainability/emission data, and produce reports.
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- Minimum Degree in Engineering (Naval Architecture, Hydrodynamic or a related discipline).
- Minimum of 0-2 years' experience in a similar position.

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- **Qualification:** C/E with oil/chemical tanker sailing background.
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- 8-10 years' experience in similar profile.

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- Long-term employment.
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Eastaway owns a diverse global fleet of over
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RPSL: MUM-162104 | DOI: 24 May 2022 | DOE: 24 May 2027

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Disclaimer: We do not have any agents.

RPSL-MUM-191. Valid from: 12.11.2020. Valid till: 12.11.2025.



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AND

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CONTACT DETAILS:

501, The Eagle's Flight, 263,
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TEL : 91-22-26845850 / 80 / 48 / 68

FAX : 022-26845299

EMAIL : starship@andromeda-india.com

RPSL-MUM-058 (Valid From: 03.11.2021) (Valid Till: 03.11.2026)



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RPSL No : MUM-162183 | Valid from 28.08.2023 | Valid till 28.08.2028



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Mr. Rabish Satapathy
(GM Recruitment) +91 8097578913

Branch Office in Chennai:
No. 20 / 3&4, Indra Devi Complex,
2nd Floor, Gopalakrishnan Street,
T Nagar, Chennai - 600017,
Tamil Nadu, India.
Mr. Asokavarthanan Karupppiah
Mob: +91 9597746669 /
Landline No.: +91-44-31445815

Branch Office in Delhi NCR:
No. 519, Fifth Floor,
Satya - The Hive, Sector 102,
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RPSL-MUM-441 // Date : 18th Aug' 22 // Valid Till : 18th Aug' 27

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ALBA MARINE SERVICES PVT. LTD.

RPSL - MUM - 162153 | Issue Date : 28/04/2023 | Expiry Date : 28/04/2028

URGENT REQUIREMENTS FOR OUR EXPANDING FLEET OF BULK CARRIERS:

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- > **CHIEF ENGINEER**
- > **2nd ENGINEER**
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- > **3rd ENGINEER**
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SHARVARI- 7710994995



ADDRESS: E-308 & 309, Level 5, Floor 3, Tower 2, L&T Seawoods Grand Central, Sector 40, Nerul, Navi Mumbai, Maharashtra 400706.
WEBSITE: www.albamarine.in



ABB Ship Management Pvt. Ltd.

RPSL-MUM-295 | Valid From: 07.03.2024 | Valid Till: 07.03.2029
ISO 9001:2015 & MLC 2006, Certified Company

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TANKER & BULK CARRIER

Master, CE, 2E

PASSENGER VESSELS

CO

INDIAN COASTAL TUG

Master - Class I, Class II & Class IV,
First Class Engine Driver,
AB, Oiler, Cook
(PCC Required)

FLAG STATE DOCUMENTATION:

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Nevis - Marshall Islands - Tuvalu flag

SEND YOUR APPLICATION BY EMAIL TO:

(Send CVs) : info@abbshipmanagement.com / capt.raju@abbshipmanagement.com

(Flag State Documentation) : docs@abbshipmanagement.com

(Port Agency) : agency@abbshipmanagement.com

(Purchase) : purchase@abbshipmanagement.com

AFRAMAX TANKER

Master, CE, 2E
(Promotional candidates can also apply.)
Indian Flag vessel

BULK CARRIER

Master, CE, 2E
(Promotional candidates can also apply.)
Indian Flag vessel

CONTAINER

Master, CE
(Promotional candidates can also apply.)
Indian Flag vessel

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- ▶ Good Promotional Prospects
- ▶ Internet Access For All Crew
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CONTACT DETAILS: Mr. Deepak: +91 70453 74885 / 7977437024 / 8433910083 / 9967213647 Tel No.: 022- 4606 9061 / 4606 9062

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RPSL No. – MUM – 052, Valid till 11/11/2026

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MSI SHIPPING SERVICES INDIA PVT. LTD.

(IMC SHIP MANAGEMENT PTE. LTD., SINGAPORE)

RPSL NO. MUM-146

DOI 10/10/2024 | DOE 10/10/2029

URGENT REQUIREMENTS:

**EXPERIENCED STAFF
WITH RELEVANT VESSEL EXPERIENCE**

**FOR OIL / CHEMICAL TANKERS
TYPE II & III (COATED)**

**CHIEF OFFICER
ADDITIONAL THIRD OFFICER**

FOR HARBOUR TUG

(Requirements For Operating On West Coast Of India)

CHIEF OFFICER
With Indian CoC
CHIEF ENGINEER
with Class I (Indian) For Short Contract
SECOND ENGINEER
with Class IV (Indian)



**KINDLY CONTACT IMMEDIATELY /
FORWARD RESUME**

AT MUMBAI:

Capt. L. Sequeira, Mr. Naresh Kumar, Mr. Saurabh Vartak
C 704, 7th Floor, Remi Biz Court, Off Veera Desai Road,
Andheri (W), Mumbai - 400053.
Tel: 022-69308000 | E-mail: msiindia@msiships.com

AT GURUGRAM:

Mr. Abhishek Pahwa
Unit 619 & 620, 8-Bestech Chamber, Sushant Lok,
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- CE
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- 2O
- 3E
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Ms. BHAVANI
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Ms. GAFNA
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RPSL - MUM - 016 | Valid From: 08/04/21 | Valid Till: 08/04/26
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EMAIL:

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License no. RPSL-MUM-014 | Valid until February 15, 2026
(CIN no. U 78100 MH 2005 PTC 152233)



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💡 We are also actively looking for female officers for our Tanker Fleet.

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CHEMICAL TANKERS FOR ALL INDIAN.**

YARD DELIVERY REQUIREMENT

- Chief Officer - Chemical Tanker
- Second Engineer - Chemical Tanker (with ME Engine Exp.)
- Third Officer - Chemical Tanker
- Electric Officer - Chemical Tanker (with COC)
- Bosun - Chemical
- Pumpman - Chemical
- AB - Chemical
- Fitter - Chemical
- Motorman - Chemical

MAIN FLEET POSITIONS

- Master - Car Carrier
- Chief Mate - Car Carrier
- Chief Engineer - Bulk
- Chief Officer - Oil Chem / Oil
- 2nd Engineer - VLCC
- 4th Engineer - Car Carrier
- ETO (with COC / without COC)
- Pumpman - Chemical / Oil Chem / Oil
- AB - Chemical / Oil Chem / Oil / Bulk
- Fitter - Chemical / Oil Chem / Oil / Bulk
- Motorman - Chemical / Oil Chem / Oil

OFFSHORE POSITIONS (PSV/AHTS/HEAVY LIFT VESSELS)

- Master
- Chief Officer/SDPO
- Chief Engineer
- Second Engineer
- Second Officer
- ETO (minimum 18 months rank experience)
- Fitter (with Watchkeeping)

Requirements for Female Officers

- Master
- Chief Officer
- 3rd Officer

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Interested applicants may send
their updated resume to

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OSM Thome India Pvt. Ltd.

Mumbai:

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Andheri East, Mumbai 400093.
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Mobile: (+91) 8657530682
RPSL-MUM-1022, Valid till 19th June 2029

New Delhi:

1503, Tower B, Unitech Cyber Park,
Sector 39, Gurugram, Haryana -122001.
Tel No.: +91 124 4608400
RPSL-MUM-1022, Valid till 19th June 2029

Chennai:

IV Floor, No 8, Amble Side, KNK Road,
Nungambakkam, Chennai - 600006.
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RPSL-CHN-018, Valid till 30th Sep 2025

ARYA TANKERS PVT. LTD.

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ETO | PUMPMAN | BOSUN | AB | OILER | CHIEF COOK
OS | GS | JR. ENGINEERS | JR. OFFICERS

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Website: www.arya.in

Apply in person or send application by Email: crewing@arya.in

REGISTERED OFFICE:

Arya Group, 15 B, Chander Mukhi Building,
Nariman Point, Mumbai - 400021.

Tel. No.: +91-22-49229000 (Extn - 142) Fax: 022-49229099

"WE DO DIRECT RECRUITMENT; WE DO NOT HAVE ANY AGENT IN INDIA."



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RPSL-MUM-350 | ISSUE DATE: 02-10-2020 | EXPIRY DATE: 02-10-2025

VLCC, Aframax, Suezmax, Product Tankers, FSO & Bulk Carrier vessels

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| ▶ 3rd Officer | ▶ 4th Engineer | ▶ Oiler |
| | ▶ ETO | |

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SHORE OPENINGS:

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ADDRESS:

A-301, Raheja Plaza, Lal Bahadur Shastri Marg, Opposite Shreyas Dargah, Nityanand Nagar, Ghatkopar West, Mumbai, Maharashtra 400086.

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- BARBADOS
- SAN MARINO
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- ♦ VALUE-ADDED COURSES
- ♦ ALL TYPES OF ECDIS

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 Phone No.: 022 4974 4800
 WhatsApp: +91 98404 54510 / +91 98704 26846



AUBURN SHIPMANAGEMENT PRIVATE LIMITED

RPSL NO: 162270 | Issue Date: 23.09.2024 | Valid till: 23.09.2029

URGENT REQUIREMENTS OF OFFICERS AND CREW FOR BULK CARRIER VESSELS (PANAMAX / CAPE SIZE) AND CRUDE OIL TANKER:

Master / Chief Officer / Chief Engineer / 2nd Engineer
 2nd Officer / 3rd Officer / 3rd Engineer / 4th Engineer
 Electrical Officer / Pumpman / Bosun
 AB & Oiler (With COP) / Engine & Deck Fitter / Cook / GS

Candidates must have 2-3 contracts' rank experience on similar type of ship. Any National COC is acceptable. Salary as per market standards.

Interested candidates please share CVs to : manning@auburnships.com
 Please directly contact us on: +91 77383 90219
 We do not have any agency services.

ADDRESS: F 305, Tower 2 L&T Seawoods Grand Central, Nerul West, Seawoods, Navi Mumbai, Maharashtra 400706.

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ELVIS SHIP MANAGEMENT LLP

 RPSL-MUM-162114
Valid Till: 22/09/2027

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crewing@elvisshipmanagement.com

AFRAMAX, SUEZMAX, VLCC, OIL/CHEM, VLGC, VLEC & LPG:
Master, Chief Officer, 2nd Officer, Chief Engineer,
2nd Engineer, 3rd Engineer, AB, Oiler & Fitters.

VLGC:
Master & Chief Engineer, 2nd Engineer, 3rd Engineer,
Gas Engineer.

SHORE JOB REQUIREMENT:

- Technical Superintendent: Class-I or Class-II License Holder with some Rank Experience
- Technical Assistance: Class IV License Holder with 3rd Engineer Sailing Experience on Tanker & Gas Vessels.
- SQM Assistant & Operation Assistant: 2nd Officer with Tanker & Gas Background.

Address:

Unit No 209, Kilfane House, New Link Road, Andheri (West) Mumbai - 53.
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 RPSL NO. - MUM - 162185
ISSUE DATE - 07.09.2023 | EXPIRY DATE - 07.09.2028

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- Timely relief
- Safe, Secure & healthy work environment



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Join our growing team! We are seeking experienced and capable seafarers for various positions, with a minimum of 6 months rank experience on Oil/Chemical Tankers.

- Master
- Chief Officer
- 2nd Officer
- 3rd Officer
- Chief Engineer
- 2nd Engineer
- 3rd Engineer
- 4th Engineer
- Electrical Officer



SHORE VACANCIES (Mumbai Office):

- Technical Superintendent
Chief Engineer with Oil/Chemical Tanker Experience.
- Purchase Officer - Min. 2 Years Experience.
- HSSEQ (Immediate Joining) - Master/Chief Officer with Experience on Tanker.

OFFICE ADDRESS:

No. 809, 8th Floor, Ecostar, Vishweshwar Nagar,
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Shore Vacancies: hr@stsmgmt.com
Email Id: gokul.te@stsmgmt.com
Visit our website: www.stsmgmt.com

We do direct recruitment. We do not have agents in India.


Nautical Marine
Management Services Pvt. Ltd.

TOP URGENT REQUIREMENTS:

FOR FOREIGN FLAG VLGC / LPG TANKER VESSELS

- Chief Officer - 12 to 18 months Rank Experience
- 2nd Engineer - 24 months Rank Experience
- 3rd Engineer / 4th Engineer - More than 12 months Rank Experience
- ETO - 24 months Rank Experience



FOR FOREIGN FLAG BUNKER / BITUMEN TANKER VESSELS

- Master - 12 months Rank Experience
- 2nd Officer - 12 months Rank Experience
- 2nd Engineer - 12 months Rank Experience



Ratings - Bunker/Bitumen

- Pumpman / Bosun (with COP II/5)
 - AB (with COP II/5)
 - Oiler (with COP III/5)
 - Welder / Fitter
- (Min. 12 months Rank Experience)

Shore Jobs:

- Fleet Sourcing Officer
- Fleet Officer (Documentation)

Attractive Benefits:

- Long Term Employment / On Time Wages
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- Flag state license at company's expense
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Send Your Updated Resume : application@nauticalglobal.com

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For any further query Contact:
For Ratings - +91 8657029501
For Officers - +91 9819672100

RPSL/MUM-037/DOE-06-04-2026

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ICOON MARINE PRIVATE LTD.

RPSL-MUM-162131 | DOI: 12/01/2023 | DOE: 12/01/2028



Ownership Company With Quality Safety Standards,
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HIRING BELOW RANKS FOR MR & OIL TANKER:

- SECOND OFFICER
- THIRD OFFICER
- THIRD ENGINEER
- ETO

HIRING BELOW RANKS FOR HANDY - SIZE OIL TANKER:

- THIRD OFFICER
- THIRD ENGINEER
- ETO

White COC and Rank experience compulsory.

Interested candidates can email their resumes on
icoon@icoonmarine.com

Address:

1406, Cyberone, Greenscape,
Sector-30A, Vashi,
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Contact Details:

Please send your resume on our
below contact numbers:
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(WhatsApp only)

PLEASE CONTACT US DIRECTLY, WE DO NOT HAVE ANY AGENTS.

TRITON MARITIME PVT. LTD.

We Are Hiring Following Personnel For Our DP2 PSV Vessels (Similar Type Of Vessel Exp. Req'd.):

Mumbai (Parekh Group)



- MASTER FG DPO / NCV
- CE CEO
- CO FG DPO / NCV
- 2E (CL IV FG With 24 Months Rank Exp. / SEO With 12 Months Rank Exp.)
- 20 FG / NCV
- 3E CL IV FG

ALL RATINGS SHOULD APPLY. VALID PCC / CANCELLATION MUST.

Top Urgent Requirements For Our DP1 / DP2 AHTS Vessels (AHTS Exp. Preferred):

- MASTER FG DPO / NCV
- CE CEO
- CO FG DPO / NCV
- 2E (CL IV FG With 24 Months Rank Exp. / SEO With 12 Months Rank Exp.)
- 20 FG / NCV
- 3E CL IV FG

ALL RATINGS SHOULD APPLY. VALID PCC / CANCELLATION MUST.

We Are Hiring Following Personnel For Our AHTS In Cochin:

- MASTER FG / NCV
- CE CL I Indian FG COC (Promotion Accepted / CL II Indian FG COC With 24 Months Rank Exp.)
- CO FG / NCV
- 2E CL II Indian FG COC (Fresher Can Apply)
- 20 FG / NCV
- 3E CL IV FG

ALL RATINGS SHOULD APPLY. VALID PCC REQUIRED.

Urgent Openings For Our (AHT) Towing Tug In Dubai:

- MASTER NCV
- CE NCV SEO
- CO NCV
- 2E CL IV FG OR NCV CL IV

ALL RATINGS SHOULD APPLY.

We Are Hiring For AHTS DP1 VESSEL - Non DP Charter:

- MASTER FG COC (With Handling and Towing Exp.)
- CE CL I COC
- CO FG COC (With Handling and Towing Exp.)
- 2E CL II COC
- 20 FG COC
- 3E CL IV COC
- EO

Share Your CV At crewing@triton-maritime.com
Contact No.: +91 8600842570 / 9870599463 / 9820952983

Police Clearance Certificate Or Pass Cancellation Mandatory.

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(EX SEASTAR EDUCARE)



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FOSTA MARINE
MARITIME EDUCATION

COURSES WE OFFER:

- ♦ MCA Officer Of The Watch CoC course on campus
- ♦ MCA Officer Of The Watch 3+6 programme (India to UK) - June - 2025 batch
- ♦ MCA Chief Mates CoC course on campus
- ♦ MCA Chief Mates CoC course distance learning programme
- ♦ Engine Officer Of The Watch on campus & distance learning programme
- ♦ Management Engineer on campus & distance learning programme (on discounted price)

UPCOMING BATCH FOR ALL ON CAMPUS COURSES IS SEPT-2025



SOUTH SHIELDS MARINE SCHOOL

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- ♦ IELTS Waived Off.
- ♦ Lesser Amount For Balance Maintenance Of Visa.
- ♦ UK Accommodation & Expenses For First 3 Months Waived Off.
- ♦ IHS Payment For Visa Waived Off.
- ♦ Student Visitor Visa Fees Approx. INR.14000.

COURSE STRUCTURE:

START DATE:

END OF JUNE-2025.

♦ Module 1: In India At Fosta Marine Study Campus.

♦ Module 2: South Shields On Campus UK.

LAST ACCEPTANCE DATE:

END OF MAY-2025.

VACANCY FOR MUMBAI OFFICE:

Operation Executive (1-2 Year Experience)

Interested Candidates Share your updated CV: Whatsapp / Calling: +91 8976762585 Email: crewing@arloshipping.com

GET IN TOUCH WITH US FOR MORE INFORMATION:

MUMBAI (HEAD OFFICE):

907/908, B Wing, Sagar Tech Plaza, Sakinaka Junction, Andheri East- 400072.

PIC: TEJAL NAIK: +91 8879771240

REENA BHALEKAR: +91 8879773104

operations@fostamarine.com

<https://fostamarine.com/>



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- MASTER
- CHIEF OFFICER
- SECOND OFFICER
- THIRD OFFICER
- COOK
- CHIEF ENGINEER
- SECOND ENGINEER
- THIRD ENGINEER
- FOURTH ENGINEER
- ETO (With COC / ETR)

URGENT REQUIREMENT FOR MR CHEM TANKER VESSEL

- MASTER
- CHIEF OFFICER
- CHIEF ENGINEER
- SECOND ENGINEER
- ETO (With COC / ETR)

Candidates must have Chem Tanker Experience
Salary as per market
The Joining will be immediate

Interested Candidates are requested to send YOUR CV
Date of Availability / Last Salary / Expected Salary
support@holylangelmarineservices.in
crewinghams@gmail.com

+91 9944528339

www.holylangelmarineservices.com

Corporate Office

163A, Victoria Street, Near Old Head Post Office, Tuticorin - 628 001, Tamil Nadu.
Ph: 0461 - 4000038.

Branch Office

Key Tech Park, 7th Floor, Off. No - 704, B Wing, Oshiwara of S.V. Road, Jogeshwari West, Mumbai - 400102

WE DON'T HAVE ANY AGENT OR BROKERS ACTING ON BEHALF OF OUR COMPANY



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CHEMICAL TANKERS

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- THIRD OFFICER
- FIRST ASSISTANT ENGINEER
- THIRD ASSISTANT ENGINEER
- ELECTRICAL OFFICER / ETO
- FITTER
- PUMPMAN
- BOSUN
- ABLE SEAMAN
- ORDINARY SEAMAN ■ WIPER

www.asm-maritime.com



CONTAINERS / BULK

- THIRD OFFICER
- CHIEF ENGINEER
- FIRST ASSISTANT ENGINEER
- SECOND ASSISTANT ENGINEER
- THIRD ASSISTANT ENGINEER
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MUMBAI OFFICE: Unit F-5, 4th Floor, Pinnacle Business Park, Mahakali Caves Road, Andheri East, Mumbai - 400093. TEL: +91 22 68732600 | FAX: 68732601 | EMAIL ID: crew@xtindia.com

We do not have any sub-agents in India, please contact directly.



MOL Tankship Management Pte. Ltd. (Singapore)



RPSL-CHN-033,
DOI: 27-06-2024,
DOE: 27-06-2029

URGENT REQUIREMENTS ON VLCC FOR FOLLOWING RANKS:

- **Chief Officer** (minimum 12 months rank exp.)
- **1st Assistant Engineer** (minimum 12 months rank exp.)
- **Third Officer** (minimum 6 months rank exp.)

Attractive Benefits:

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- **Chief Officer** (minimum 12 months rank exp.)
- **Second Officer** (minimum 6 months rank exp.)
- **Third Officer** (minimum 6 months rank exp.)
- **Chief Engineer** (minimum 24 months rank exp.)
- **1st Assistant Engineer** (minimum 12 months rank exp.)
- **2nd Assistant Engineer** (minimum 6 months rank exp.)
- **3rd Assistant Engineer** (minimum 6 months rank exp.)
- **Gas Engineer** (minimum 12 months rank exp.)

Synergy Maritime Recruitment Services Private Limited is the exclusive crewing and manning partner of MOL Tankship Management Pte. Ltd. (Singapore).

CONTACT US

Chennai

4th Floor, AKDR Tower,
Rajiv Gandhi Salai (OMR),
Mettukuppam, Chennai - 600097.
Ph: +91 044 43215555
Mr. Senthilkumar M.:
+91 97910 74975
senthilkumar@synergymanning.com

Mumbai

6th Floor, Prudential Building,
Central Avenue, Hiranandani Gardens,
Powai, Mumbai- 400076.
Ph: +91 22 61247200
Fax: +91 22 6124 7272
Mr. Wayne Rodrigues:
+91 98192 98701
wayne.j@synergymanning.com

Delhi

1st Floor, Epicah Mall, Plot No. F-6,
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New Delhi -110015.
Ph: +91 11 65218400
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